

CERTIFIED FINAL  
ENVIRONMENTAL IMPACT REPORT

VOLUME I

**Santa Barbara Cottage Hospital Foundation  
Workforce Housing Project**  
SCH No. 2004061105

February, 2007



**Rodriguez Consulting, Inc.**  
**Environmental Review and Planning Services**

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Santa Barbara Cottage Hospital Foundation Workforce  
Housing Project

Certified Final

Environmental Impact Report  
SCH No. 2004061105

Volume I

*Prepared For*

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February, 2007

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# CITY OF SANTA BARBARA

## SANTA BARBARA COTTAGE HOSPITAL FOUNDATION WORKFORCE HOUSING PROJECT

### FINAL ENVIRONMENTAL IMPACT REPORT

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## **1.0 INTRODUCTION**

This document is an Environmental Impact Report (EIR) that evaluates the potential for Cottage Hospital Foundation Workforce Housing project to result in significant short- and long-term impacts to the environment. This EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). The EIR has been prepared in two volumes. Volume I contains the project-related environmental impact analysis and other sections required by CEQA. Volume II is a technical appendix that provides supplemental information pertaining to the analysis of project-related environmental impacts.

As required by CEQA Guidelines section 15089, copies of the comment letters and summaries of verbal comments received on the Cottage Hospital Foundation Workforce Housing Project Draft EIR are provided in Volume III of this EIR. Responses to those comments are also provided in Volume III. EIR Volumes I, II and III comprise the Final EIR for the Cottage Hospital Foundation Workforce Housing Project.

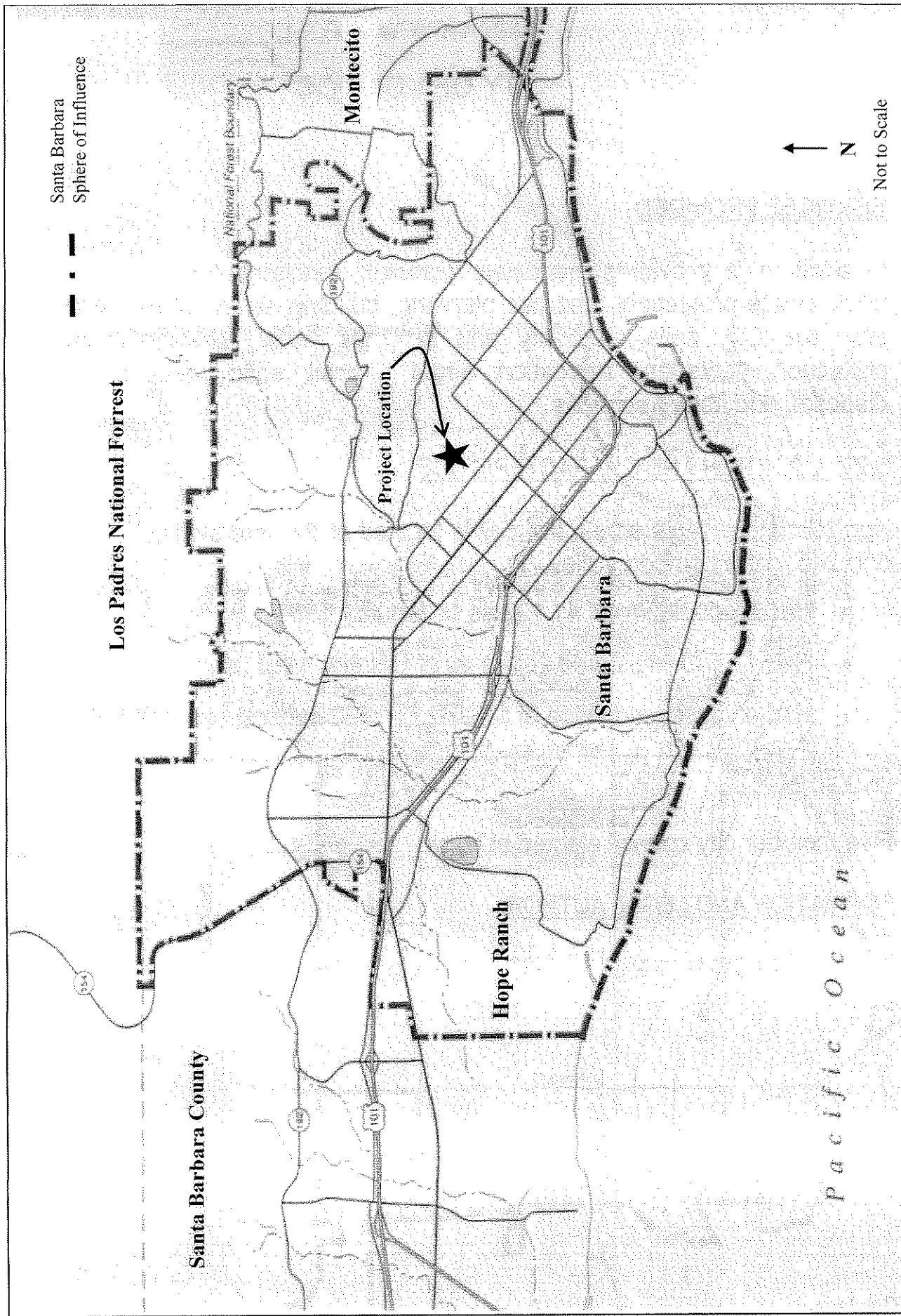
### **1.1 PROJECT OVERVIEW**

The Santa Barbara Cottage Hospital Foundation Workforce Housing project would result in the demolition of the St. Francis Hospital complex, and the development of 115 residential condominium units in its place. The project site is located in the Lower Riviera neighborhood in the City of Santa Barbara, east of Arrellaga Street, west of Micheltorena Street and south of Grand Avenue (Figure 1.1-1).

Seventy percent of the proposed residences (81) would be sold to Cottage Hospital employees under the requirements of the City's Affordable Housing Guidelines and Procedures requirements. The development of affordable residences would allow consideration of the project's proposal to provide 42 more units than would otherwise be allowed under the base residential unit density requirements of the project site's "C-O" (Medical Office) zoning designation.

The proposed residences would occupy 5.94 acres of the 7.39-acre project site. The remaining 1.45 acres of the site would be occupied by the Villa Riviera elderly care facility, and three reconfigured parcels that would be zoned "R-2." No development is proposed on the "R-2" lots at this time.

A total of 265 parking spaces would be provided on the project site: 254 spaces for the housing project and 11 spaces for the Villa Riviera. Parking for the housing project would be provided by a combination of underground parking garages, enclosed garages and uncovered surface spaces.



**Figure 1.1-1**  
Location Map

Approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill would be required to develop the proposed project. It is not expected that a substantial amount of soil would need to be imported to or exported from the project site, however, a substantial amount of demolition material would need to be removed from the site.

Discretionary approvals required for the proposed project include: a Lot Merger and resubdivision of the 7.39-acre project site by two Tentative Subdivision Maps, a Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines; and Lot Area, Separation Between Buildings, and Building Setback Modifications.

## **1.2 PURPOSE AND LEGAL AUTHORITY FOR THIS DOCUMENT**

The Santa Barbara Cottage Hospital Foundation Workforce Housing project requires the following discretionary approvals:

- Santa Barbara Planning Commission approvals are required for the proposed Tentative Subdivision Maps and proposed lot area, separation between buildings and building setback modifications.
- City Council approval is required for the proposed Rezone. The City Council would also consider appeals of any project-related Planning Commission decisions.

Since the proposed project requires discretionary approvals by the City, it is subject to the environmental review requirements of the California Environmental Quality Act (CEQA). In addition to the required discretionary approvals, the proposed project will also require review and approval by the Architectural Board of Review.

In accordance with section 15121(a) of the *CEQA Guidelines*, the purpose of an EIR is to serve as an information document that “...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project...” This EIR has been prepared as a “Project EIR” pursuant to section 15161 of the *CEQA Guidelines*. This section states that “...this type of EIR should focus on the changes in the environment that would result from the development. The EIR shall examine all aspects of the project, including planning, construction and operation.”

This EIR evaluates the potential for the Santa Barbara Cottage Hospital Foundation Workforce Housing project to result in significant construction-related short-term impacts, as well as the potential for the project to result in significant long-term impacts. Impacts that are evaluated in this EIR were identified as being potentially significant environmental impacts by the Initial Study that was prepared for the project. *CEQA Guidelines* section 15143 indicates that “an EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in

*proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study."*

The *CEQA Guidelines* also provide guidance regarding the standards of adequacy for an EIR. Section 15151 of the *Guidelines* states: *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure."*

### **1.3 SCOPE AND CONTENT OF THIS EIR**

**Impact Evaluation.** The Santa Barbara Planning Division prepared an Initial Study for the Santa Barbara Cottage Hospital Foundation Workforce Housing project that evaluated the potential for the project to result in significant impacts to the environment. The Initial Study concluded that proposed project would have the potential to result in significant impacts related to the following environmental issue areas:

- Air Quality (short- and long-term)
- Hazardous Materials (short-term)
- Noise (short- and long-term)
- Solid Waste (short-term)
- Transportation, Circulation and Parking (short- and long-term)
- Water Quality (short-term)

The Initial Study also concluded that potentially significant environmental impacts of the proposed project related to biological and cultural resources, and geological hazards could be reduced to a less than significant level with the implementation of proposed mitigation measures. The Initial Study that was prepared for the proposed project is provided in Appendix A of Volume II of this EIR.

**Alternatives Analysis.** The Alternatives section of this EIR (Section 8.0) has been prepared in accordance with the requirements of section 15126.6 of the *CEQA Guidelines* and focuses on alternatives capable of eliminating or reducing significant adverse environmental effects associated with the project while feasibly attaining most of the objectives of the project. The alternatives to the proposed project that were assessed in this EIR include:

- **No Project.** This alternative evaluates two scenarios that could occur if the proposed project is not implemented. One scenario is the “No Development” alternative, which assumes that the existing hospital building complex remains largely vacant, similar to existing conditions at the project site. The other scenario is the “Reestablish Medical Uses” alternative, which assumes that medical office and support uses that are generally similar to the uses previously conducted on the project site and allowed by the site’s “Medical Office” zoning are reestablished in the existing buildings located on the project site.
- **Use Only Existing On-Site Buildings to Develop New Residences.** Under this alternative, the Main Hospital Building and Convent Building would be converted to a residential use. It is estimated that under this alternative, approximately 89 residential units could be developed on the project site.
- **Project Redesign – Reduced Number of Units.** This alternative would reduce the number of residential units provided on the project site by making several design changes to the proposed project. Under this alternative, it is also estimated that approximately 89 residences would be provided on the project site.
- **Alternative Use – Mixed Use Development.** Under this alternative, approximately 77,000 square feet of commercial office space and 51 residential units would be provided on the project site. Commercial office uses that may be established would be those allowed by the current “Medical Office” zoning of the project site.

#### **1.4 LEAD AGENCY**

The Santa Barbara Cottage Hospital Foundation Workforce Housing project requires permit approvals by the Santa Barbara Planning Commission and City Council, along with review by the Architectural Board of Review and the Community Development Department Building and Safety Division. The City of Santa Barbara Community Development Department, Planning Division, is the Lead Agency responsible for the completion of this EIR and the environmental review of the proposed project. The Santa Barbara County Air Pollution Control District must issue a demolition permit for the project, and is therefore a Responsible Agency. Permits from the Regional Water Quality Control Board and the Santa Barbara County Fire Protection Division may also be required to address runoff water quality and the remediation of soil contamination at the project site, respectively.

#### **1.5 ENVIRONMENTAL IMPACT REPORT PROCESS**

The procedural requirements for the preparation, review and adoption of an EIR are outlined below.

1. **Notice of Preparation (NOP).** After determining that an EIR is required for a project, the Lead Agency files a NOP soliciting input on the EIR scope to "Responsible," "Trustee," and involved federal agencies. The NOP is also distributed to the State Clearinghouse if one or more state agencies is a responsible or trustee agency, and to parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP is posted in the County Clerk's office for 30 days. A scoping meeting to solicit public input on the issues to be assessed in the EIR is required under City CEQA Guidelines. For the Cottage Hospital Foundation Workforce Housing project, the NOP was circulated for agency and public review and comment from June 18 to July 30, 2004. The Santa Barbara Planning Commission conducted a public environmental scoping hearing on July 29, 2004. A copy of the NOP and the written comments that were submitted are provided in EIR Volume II, Appendix B.
2. **Draft Environmental Impact Report (DEIR).** The DEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) alternatives; g) mitigation measures; and h) irreversible changes.
3. **Public Notice and Review.** A Lead Agency prepares a Public Notice of Availability of an EIR. The Notice is placed in the County Clerk's office for a minimum of 30 days (Public Resources Code Section 21092). The Lead Agency sends a copy of its Notice to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of DEIR availability is given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The minimum public review period for a DEIR is 30 days.  
  

The Santa Barbara Cottage Hospital Foundation Workforce Housing project Draft EIR was circulated for public review between July 27 and September 23, 2005. The Planning Commission conducted a public hearing to accept comments regarding the adequacy of the Draft EIR on September 8, 2005.
4. **Notice of Completion.** A Lead Agency files a Notice of Completion with the State Clearinghouse after it completes a DEIR.
5. **Final EIR (FEIR).** A FEIR includes: a) the DEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.



6. **Certification of FEIR.** The Lead Agency certifies that: a) the FEIR has been completed in compliance with CEQA; b) the FEIR was presented to the decision-making body of the Lead Agency; and c) the decision-making body reviewed and considered the information in the FEIR prior to approving a project (*CEQA Guidelines* Section 15090).
7. **Lead Agency Project Decision.** A Lead Agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
8. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the Lead or Responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that set forth the specific social, economic or other reasons supporting the agency's decision that the significant impacts are acceptable in this case due to the overriding benefits of the project.
9. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a monitoring or reporting program that verifies the implementation of the mitigation measures that were adopted or made conditions of project approval to mitigate significant effects. A copy of the proposed Mitigation Monitoring and Reporting Program for the Cottage Hospital Foundation Housing project is provided in EIR Volume II, Appendix C.
10. **Notice of Determination.** A local agency files a Notice of Determination with the County Clerk after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). The Notice is posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).



## **2.0 SUMMARY**

### **2.1 PROJECT LOCATION**

The proposed project site is located at 601 E. Micheltorena Street, Santa Barbara, California. The site is within the Lower Riviera neighborhood in the northern portion of the City. The project site occupies Assessor's Parcels 027-270-016, 017, 018, 019 and 030.

### **2.2 PROJECT DESCRIPTION**

The Cottage Hospital Foundation Workforce Housing project would result in the demolition of the buildings and structures that have been developed as part of the Saint Francis Medical Center, including the Main Hospital Building, Convent Building, Engineering/Maintenance Building and other accessory structures. After the hospital-related structures have been removed, 5.94 acres of the 7.39-acre project site would be used to develop 115 residential condominium units. Seventy percent (81) of the proposed units would be sold to Cottage Hospital employees at prices consistent with the City's Affordable Housing Policies and Procedures, and 34 of the units would be sold at market rates.

The northern 1.45 acres of the project site contain the Villa Riviera elderly care facility, a single-family residence and duplex, and vacant areas. The Villa Riviera facility is to be retained and would be located on reconfigured parcel of approximately 31,500 square feet in area. The lot lines in the remaining portion of the project site would be reconfigured to create three lots of approximately 10,500 square feet each. The existing single-family residence and duplex would be removed. The three proposed lots would be zoned "R-2" (Two Family Residential) and would have the potential to accommodate the future development of up to six new residences. The development of the proposed "R-2" lots was not included in the application for the proposed housing project.

### **2.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

To assess the potential for the Cottage Hospital Foundation Workforce Housing project to result in significant environmental impacts, an Initial Study was prepared for the project in accordance with the requirements of the *CEQA Guidelines* (see Appendix A). The Initial Study determined that the proposed project would have the potential to result in significant adverse impacts to the following environmental issue areas, and that additional environmental review of these issues was required in an EIR.

- Air Quality
- Hazardous Materials
- Noise
- Solid Waste
- Transportation, Circulation and Parking

- Water Quality (short-term)

The Initial Study also determined that the Cottage Hospital Foundation Workforce Housing project would have the potential to result in significant adverse impacts related to the environmental issue areas listed below. The Initial Study determined that with the implementation of proposed mitigation measures, these identified impacts would be reduced to less than significant levels. Therefore, no further analysis was required of the following issue areas in the EIR.

- Biological Resources
- Cultural Resources
- Geophysical Hazards
- Water Environment (long-term water quality)

The Initial Study prepared for the proposed housing project determined that the project would not result in significant impacts to the following environmental issue areas and that no further analysis of potential project-related impacts was required: Aesthetics, Population/Housing, Public Services (fire, police, schools, power, sewer and water demand), Recreation and Water Environment (drainage, flooding and ground water).

### **2.3.1 Significant Unavoidable Impacts (Class I)**

**Short-Term Construction Noise.** Proposed construction-related noise control mitigation measures would reduce the potential for the proposed housing project to result in excessive noise impacts to residential and other uses located in the vicinity of the project site. However, even with the implementation of the proposed mitigation measures, project-related development activities would result in elevated noise levels in the project area that are substantially higher than existing conditions. Due to the large number of sensitive and other receptors in the project area and the prolonged 67-week duration of construction operations, construction-related noise resulting from the proposed project would remain significant and unavoidable after the implementation of the proposed mitigation measures.

**Cumulative Traffic.** The proposed project would have the potential to result in a small but significant contribution to cumulative peak hour traffic volumes at the intersections of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street and Mission/Bath Street. The implementation of a shuttle program that would transport project residents between the project site and the Cottage Health Systems facilities ~~would~~ could substantially reduce the project's cumulative peak hour traffic impact. However, the applicant has not provided information regarding the shuttle operation characteristics, or more importantly, to ensure that the shuttle would remain in operation over the life of the proposed housing project or that there would be a continued level of use to reduce project-related impacts to a less than significant level. Additionally, state law prevents the City from requiring a project to implement transportation demand management measures. Therefore, as presently proposed, the shuttle program is not given full

mitigation credit for providing a quantifiable and permanent reduction in project-related cumulative traffic impacts, and is not considered to be adequate to fully reduce project-related cumulative impacts to a less than significant level.~~but would not reduce potential impacts to the Mission Street/Bath Street intersection during and a.m. peak hour to a less than significant level.~~

If the Santa Barbara City Council approves the Cottage Hospital Foundation Workforce Housing project, they must adopt a Statement of Overriding Considerations that describes the specific social, economic or other reasons supporting their decision to approve the project, as required by *CEQA Guidelines* section 15093.

### **2.3.2 Impacts That Can be Reduced to a Less Than Significant Level (Class II)**

The Initial Study and EIR prepared for the Cottage Hospital Foundation Workforce Housing project identified short- and long-term environmental impacts that would result from the proposed project, but could be reduced to a less than significant level with the implementation of proposed mitigation measures. The identified impacts and mitigation measures are summarized on Table 2.3-1.

For each significant impact identified by the housing project Initial Study and EIR, the Lead Agency must make findings required by section 15091 of the *CEQA Guidelines*. Based on substantial evidence, the Lead Agency must determine that either:

1. The project has been changed to avoid or substantially reduce the magnitude of the identified impacts;
2. Changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or,
3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

### **2.3.3 Less Than Significant Impacts (Class III)**

The Cottage Hospital Foundation Workforce Housing project EIR determined that the aesthetic, public service and recreation impacts of the project would not be significant. Other project-related impacts that were determined by the EIR to be less than significant, but for which mitigation measures have been suggested, are summarized on Table 2.3-1.

### **2.3.4 Beneficial Impacts (Class IV)**

Implementation of the proposed project would provide 115 new residential units, including 81 units that would be sold to Cottage Hospital employees as affordable units.

All of the proposed units would be located near Cottage Hospital, which is a major employment center. ~~This~~ The proximity of the new workforce housing units to the hospital would have the beneficial effect of reducing traffic and associated air quality impacts associated with employee commute trips from more distant locations and communities.

Removing the existing structures located on the project site would have the beneficial effect of facilitating the remediation of soil located in several small areas of the project site that have been impacted by diesel fuel. Requirements to remove hazardous substances from the project site prior to the demolition of on-site structures would have the benefit of removing potential environmental hazards, such as asbestos, lead based paint, mercury and PCBs from the project site.

## **2.4 ALTERNATIVES**

The EIR evaluated the following potentially feasible alternatives to the proposed project.

**No Project.** The *CEQA Guidelines* requires the evaluation of a “No Project” Alternative as a base scenario against which project-related environmental effects may be compared. Two different scenarios for this alternative were evaluated by the EIR: the “No Development” alternative, and the “Reestablish Medical Uses” alternative. The “No Development” alternative would avoid all project-related environmental impacts, but would not implement any of the proposed projects’ objectives. The “Reestablish Medical Uses” alternative would generally result in similar or slightly reduced impacts when compared to the proposed project, and would eliminate the PM peak hour cumulative traffic impacts that would result from the proposed project. This alternative, however, would not achieve the proposed project’s objectives of providing workforce housing.

**Use Only Existing On-Site Buildings to Develop New Residences.** This alternative would convert the existing Main Hospital Building and Convent Building to residential use, and would provide approximately 89 new units. This alternative would generally result in reduced short-term impacts, and long-term impacts that are similar to the impacts of the proposed project. The ability to implement this alternative would be dependent upon the economic feasibility of rehabilitating the Main Hospital Building to meet current building codes for residential uses and to provide adequate access and utilities to individual units.

**Project Redesign – Reduced Number of Units.** This alternative would reduce the number of residential units provided on the project site by making several design changes to the proposed project. Under this alternative, it is also estimated that approximately 89 residences would be provided on the project site. This alternative would result in reduced or similar impacts when compared to the impacts of the proposed project. This alternative would also result in an incremental reduction in development-related noise impacts, which is the only project-specific significant unavoidable impact of

the proposed project. The “Reduced Number of Units” alternative would also be capable of at substantially fulfilling the objectives of the proposed project to provide workforce housing near Cottage Hospital. Therefore, this alternative would have the potential to be environmentally superior to the proposed project.

**Alternative Use – Mixed Use Development.** Under this alternative, approximately 77,000 square feet of commercial office space and 51 residential units would be provided on the project site. This alternative would result in short-term development-related impacts that are similar to the impacts of the proposed project, and long-term traffic, air quality and noise impacts would be increased due to the more intensive office-related uses that would be provided on the project site.

## **2.5 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED**

Input regarding the environmental review of the proposed housing project was received from the public and interested agencies in responses to the Notice of Preparation that was prepared for the project. In addition, a public scoping meeting was held on July, 29, 2004. Comments that were received generally focused on the following major issue areas.

- Potential health effects resulting from exposure to construction equipment diesel exhaust.
- The residential unit density of the project.
- Traffic- and parking-related impacts.
- The length of demolition and construction activities and associated environmental impacts.

**Table 2.3–1**

**Cottage Hospital Foundation Workforce Housing Project  
Impacts and Proposed Mitigation Measures**

**Significant and Unavoidable (Class I) Impacts**

**Noise (short-term)**

**N-1 Project-related demolition, grading and construction activities have the potential to result in elevated noise levels at noise receptors located adjacent to the project site.**

**N-1a. Construction Hours Limitations.** Noise-generating construction activity shall be prohibited on Saturdays and Sundays, on holidays, and between the hours of 5 p.m. to 8 a.m. Holidays are defined as those days that are observed by the City of Santa Barbara as official holidays. No exceptions to this requirement will be allowed unless prior written approval is obtained from the City of Santa Barbara Building Official in accordance with Noise Ordinance procedures.

**N-1b. Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of demolition activities on the project site, the project applicant or contractor shall provide written notification of the project development schedule to property owners and residents within 450 feet of the project site. Surrounding area homeowners associations shall also be notified, and notices describing planned development activities shall be posted at the access locations to the project site. At minimum, all required notices shall provide a construction schedule, required noise conditions applied to the project, and the name and telephone number of the project's construction manager who can address questions and problems that may arise during construction. The applicant shall submit the proposed notice to the City for review and approval at least 10 days before distributing the notices

**N-1c. Project Site Perimeter Barrier.** To minimize construction noise exposures resulting from prolonged demolition, grading and construction activities at the project site, a temporary solid fence or similar barrier constructed of material approved by the City shall be provided along the project site property line at the following locations when demolition, grading and exterior construction operations are occurring:

1. Micheltorena Street between California Street and Salsipuedes Street.
2. California Street between Micheltorena Street and the northernmost boundary between project Development Areas 1 and 4.
3. Arrellaga Street between Salsipuedes Street and the driveway onto the project site at the terminus of Arrellaga Street.

The noise barrier shall be designed by a licensed engineer, and shall be at least eight feet in height. The noise barrier requires the issuance of a building permit. All gates in the barrier shall be provided with approved sound blocking or absorbing material.

**N-1d. Construction Equipment Mufflers and Shields.** All construction equipment used on the project site, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and



Table 2.3-1

**Cottage Hospital Foundation Workforce Housing Project  
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**Significant and Unavoidable (Class I) Impacts**

techniques, such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents.

**N-1e. Construction Staging Areas.** Only designated and City-approved construction equipment and material staging areas shall be used. All staging areas shall be located a minimum of 50 feet from the perimeter of the project site.

**N-1f. Construction Noise and Vibration Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register complaints about noise and vibration at the project site. The phone line shall be answered between the hours of 8 a.m. and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The contractor shall be responsible for implementing feasible noise and vibration control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints.

**N-1g. Noise Complaint Remediation.** In response to verified complaints regarding excessive construction-related noise, the City may require the applicant/project developer to implement a noise monitoring program. The noise monitoring program shall be designed and conducted to ensure that feasible and appropriate noise reduction and control measures are identified and implemented so that construction-related noise levels at sensitive receptors (residences) adjacent to the project site do not exceed the following levels.

3-1. Noise occurring more than 5 minutes but less than 15 minutes per hour shall not exceed 70 dBA.

4-2. Noise occurring more than 1 minute but less than 5 minutes per hour shall not exceed 75 dBA.

5-3. Noise occurring less than 1 minute per hour shall not exceed 85 dBA.

The results of all required noise monitoring, along with a description of actions implemented to conform with the above noise standards, shall be provided to the City Planning Department. Noise monitoring at receptor locations may be required until it has been demonstrated to the satisfaction of the Planning Department that effective noise abatement and control measures have been implemented and the noise standards described above have been achieved.

**N-1h. Delivery and Storage of Materials and Equipment.** All deliveries of material and equipment shall occur within the construction site barricades and only on weekdays between the hours of 8:00 a.m. and 5:00 p.m. Construction vehicles shall not be allowed to queue outside the project site before the specified hours. Vehicles delivering materials and equipment to the project site shall be operated in conformance with applicable regulations established by the U.S. Department of Transportation, as well as applicable state and local requirements. The vehicles shall all be provided with mufflers and other devices to minimize noise levels. All materials and equipment shall be stored on-site and

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
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within the confines of the construction barricades.

- N-1i. Radios and Alarms.** No radios, music playback equipment, musical instruments or automobile or truck alarms shall be permitted on the project site.
- N-1j. Limitations on Catering Trucks.** Catering trucks providing service to workers at the project site shall be required to park on-site. Catering trucks shall not be permitted to park on the street or to sound their horns near or within the site.
- N-1k. Portable/Stationary Equipment.** When portable or stationary equipment, such as but not limited to generators, air compressors and wood sawing stations are required on the project site, the equipment shall be located as far from the project boundaries as possible. If it is necessary to locate portable/stationary equipment within 200 feet of the project perimeter, methods to provide noise shielding for that equipment shall be implemented. This may include but is not limited to: providing a three or four sided enclosure which is lined with a sound absorbing material between the equipment and the property line, or locating the equipment so that noise shielding is provided by existing or new structures located on the project site.
- N-1l. Construction Activity Scheduling.** Demolition, grading and construction activities in each proposed project site development areas shall be scheduled to minimize the occurrence of simultaneous construction operations that have the potential to result in excessive noise generation. For example, concrete breaking demolition activities should not occur in more than one development area at a time.
- N-1m. Minimize Equipment Use.** Equipment use for demolition, grading and construction activities shall be minimized, and the simultaneous operation of equipment within a proposed project development area shall be limited to the extent possible.
- N-1n. Truck Routing.** Truck traffic related to ~~the project~~ construction will be limited to the routes specified by the City of Santa Barbara. Truck traffic through residential neighborhoods shall be as limited as possible.
- N-1o. Vehicle Noise** Except as otherwise required by law for backing up or emergencies, all vehicle horns shall remain silent.
- N-1p. Limited Site Access.** Access to the site shall be limited to areas approved by the City of Santa Barbara. The gate(s) shall incorporate the same method of noise shielding as required project site perimeter barriers and shall be kept closed except for vehicle passage.

**Table 2.3–1**

**Cottage Hospital Foundation Workforce Housing Project  
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**Significant and Unavoidable (Class I) Impacts**

**Traffic (Cumulative)**

**TRF 1.** The implementation of the proposed project would result in a significant contribution to cumulative peak hour traffic conditions at the intersections of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street, and Mission Street/Bath Street.

**TRF-1a. Resident Shuttle Program.** The project applicant shall implement and operate a shuttle program designed to serve project residents and to reduce the project's peak hour trip generation. The objective of the program shall be to reduce the proposed project's significant cumulative contribution of traffic to the intersections of:

- Anapamu Street/Laguna Street
- Arrellaga Street/Garden Street, and
- Mission Street/Bath Street.

Prior to the issuance of building permit for the Cottage Hospital Foundation Housing project, the project applicant shall submit a proposed Project Resident Shuttle Program Plan to the City Public Works Department for review and approval. At minimum, the following elements shall be specified by the Plan.

1. Operation Hours. At minimum, the shuttle program shall provide service during the A.M. and P.M. peak traffic hours, and during shift changes at Cottage Hospital. The plan shall indicate the specific hours that the shuttle service is to be provided.
2. Shuttle Routes. Routes to be used by the shuttle to transport project residents to Cottage Hospital, other Cottage Health Systems facilities and locations in downtown Santa Barbara shall be described. To the extent possible, proposed shuttle routes shall avoid intersections that operate at unacceptable levels of service during peak hour periods. A procedure for obtaining City approval to modify proposed shuttle routes to accommodate the needs of project residents that wish to participate in the program shall also be included in the Plan.
3. Shuttle Ridership Monitoring. To reduce the proposed project's significant cumulative traffic impact to identified intersections to a less than significant level, it was assumed that:
  - 50% of the project-related peak hour commute trips would be destined for Cottage Hospital, and 25% of the project residents that commute to Cottage Hospital would use the shuttle service. Therefore, the shuttle program would reduce project-related peak hour trips destined to Cottage Hospital by approximately 12.5 percent.
  - 50% of the project-related peak hour commute trips would be destined for

**Table 2.3-1**

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downtown Santa Barbara, and 25% of the project residents that commute to the downtown area would use the shuttle service. Therefore, the shuttle program would reduce project-related peak hour trips destined to the downtown area by approximately 12.5 percent.

The Project Resident Shuttle Program Plan shall include a monitoring program to quantify ridership characteristics and to validate assumptions regarding the peak hour trip reductions attributable to the shuttle program. Shuttle ridership and peak hour trip reduction data shall be provided to the Public Works Department within six months of the start of the shuttle program and once annually thereafter.

The Project Resident Shuttle Program Plan ~~shall~~should also contain a range of measures that may be implemented to increase participation in the shuttle program should the monitoring data indicate that the program is not reducing the proposed project's peak hour trip generation characteristics sufficiently to reduce its cumulative traffic impacts to a less than significant level. Such additional measures may include, but are not limited to: expanding the shuttle service times and/or routes to make it more convenient for program participants, offering financial or other incentives to program participants, or expanding the program to neighborhood residents that also commute to Cottage Hospital, Cottage Health Systems facilities or the downtown area.

4. Shuttle Bus. The type and size of vehicle(s) to be used to implement the shuttle bus program shall be specified.
5. Program Implementation. A shuttle program shall be initiated in accordance with the provisions in the approved Project Resident Shuttle Program Plan before more than 75% of the proposed residential units are occupied.

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
Impacts and Proposed Mitigation Measures**

**Significant but Mitigable (Class II) Impacts**

**AQ-1. Dust emissions resulting from development-related activities at the Cottage Hospital Foundation Workforce Housing project site have the potential to result in significant fugitive dust and nuisance impacts.**

**AQ-1a. Site Watering.** Areas of the project site subject to clearing, grading, earth moving or excavation shall be kept sufficiently moist, through the use of either water trucks or sprinkler systems, to prevent dust from leaving the site. Water trucks or sprinkler systems shall also be used to keep on-site roads (paved and unpaved) damp enough to prevent dust from leaving the project site. At a minimum, this shall include wetting down disturbed areas in the late morning and after work is completed for the day. At the end of the day, areas with disturbed soil shall be sufficiently moistened to create a crust. Increased watering frequency shall be required whenever necessary to prevent visible dust emissions from leaving the project site. Disturbed areas must also be kept moist during weekends and days when no construction activities are occurring.

**AQ-1b. Reclaimed Water Use.** Reclaimed water shall be used for dust control if the Public Works Director determines that it is reasonably available.

**AQ-1c. Stockpiled Material.** Stockpiles of soil and demolition material shall be located as far from the perimeter of the projects site as possible. Stockpiles shall be kept covered, moist, or treated with soil binders to prevent dust emissions from leaving the project site.

**AQ-1d. On-Site Vehicle Speed Control.** On-site vehicle speeds shall be limited to 15 miles per hour or less.

**AQ-1e. Dust Emissions From Loading.** Stockpiled soil and demolition material shall be sprayed with water prior to and during loading into transport vehicles or containers. The amount of water applied shall be sufficient to prevent visible dust emissions from leaving the project site.

**AQ-1f. Covered Truck Loads.** Trucks transporting soil, demolition material or other material capable of resulting in fugitive dust emissions shall be tarped or covered while traveling to or from the project site.

**AQ-1g. Gravel Pads.** Gravel pads or similar devices shall be installed at all vehicle access points to minimize tracking of dirt or mud onto public roads.

**AQ-1h. Street Sweeping.** Arrellaga, Micheltorena, Salsipuedes and California Streets shall be inspected daily throughout the 67-week project development period to determine if there are project-related accumulations of mud, dirt or silt on the roads. Affected road segments shall be cleaned of such mud, dirt or silt by the use of a street sweeper or watering truck.

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
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**Significant but Mitigable (Class II) Impacts**

- AQ-1i. Wind Erosion Control.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion of soil. This may be accomplished by:
1. Seeding and watering until grass cover is grown;
  2. Spreading soil binders;
  3. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
  4. Other methods approved in advance by the Air Pollution Control District.
- AQ-1j. Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible to minimize areas exposed to wind erosion. Additionally, building pads shall be installed as soon as possible after grading unless seeding or soil binders are used.
- AQ-1k. Construction Site Monitor.** Construction contractors shall designate a monitor for the dust control program. The monitor's work schedule shall include holiday and weekend periods when work at the project site may not be in progress. The name and telephone number of such persons shall be provided to the Santa Barbara County APCD prior to the issuance of a grading permit.
- AQ-1l. Construction Dust Complaints.** The site development contractor shall provide a phone line that can be used by project area residence to register dust-related complaints at the project site. The phone line shall be answered between the hours of 8 a.m. and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The phone number of the Santa Barbara APCD shall also be posted. The contractor shall be responsible for implementing feasible dust control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints.
- AQ-1m. Requirements on Grading Plans.** All required dust control measures shall be shown on project grading and building plans.

**Biological Resources**

- BIO-1** There are 193 trees located on the project site. The proposed project would result in the relocation of 77 trees and the removal of 75 trees.

**BIO-1a Tree Inventory.** A further inventory of existing specimen trees on the project site should be performed by a qualified arborist, noting health of the trees and suitability for transplanting. Based on the arborist recommendations, as reviewed by the City Arborist, the City would make a final determination regarding which trees can be

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
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feasibly transplanted.

**BIO-1b Tree Protection and Replacement Plan.** The applicant shall submit a tree protection and replacement plan with project landscape plans for City approval. The plan shall identify trees to be preserved, measures to be taken during grading and construction to protect trees, measures for replacement of trees in the event of inadvertent damage or loss, and irrigation and maintenance plans. Trees shall be maintained for the life of the project. Tree protection plans shall incorporate the following measures

- **Tree Protection Fencing.** Prior to grading, temporary protective fencing (4 feet high) shall be installed three feet outside the dripline of all trees to be preserved. Trees in close proximity may be fenced as a group. All fencing shall be maintained during the entire construction period.
- **Equipment and Materials Storage.** Heavy equipment shall not be used or parked within three (3) feet of oak tree driplines, except where approved by a qualified arborist, and after protective fencing has been installed. Soil, rocks, or construction material shall not be stored or placed within the dripline of oak trees.
- **Tree Replacement.** Specimen trees slated for preservation that are inadvertently damaged (25% or more of root area) or lost due to construction processes shall be replaced prior to issuance of occupancy permits. Tree replacement shall be according to the following replacement ratios: Oak Trees – 10:1 (using 5-15 gallon saplings); other native trees and ornamental species at 3:1 with replacement trees at no less than ¼ the diameter of the existing tree). The applicant shall submit an annual report on establishment and success of replacement trees.

**Cultural Resources**

**CUL-1** The proposed project has the potential to result in significant impacts to previously undetected archaeological resources.

**CUL-1a Archaeological Monitoring Contract.** The Owner/ Applicant shall contract with a qualified archaeologist from the City-approved archaeologist to conduct to monitor all ground disturbing activities. The contract shall establish a schedule for monitoring and provide for consultation as needed with a qualified Native American representative as a sub-consultant to the archaeologist, and evaluation and mitigation procedures per City MEA in the event resources are discovered, and a report to the City Environmental Analyst on the findings of the monitoring. Contract(s) shall be subject to the review and approval of the Environmental Analyst.

**CUL-1b Archaeological Procedures.** A construction conference shall be held by the General Contractor at which archaeological procedures shall be reviewed. The conference shall include representatives from the Public Works Department, Building Division,

**Table 2.3-1**

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	<p>Planning Division, the Property Owner and Contractor. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel, and required procedures for responding.</p>
<b>CUL-1c</b>	<p><b>Archaeological Monitoring.</b> A qualified archaeologist from the City-approved list shall monitor ground disturbing activities of the project development, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance.</p>
<b>CUL-1d</b>	<p><b>Archaeological Resource Discovery Procedures.</b> If cultural resources are encountered or suspected during project development, project work in the vicinity of the find shall be halted immediately and the City Environmental Analyst notified. The project archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If resources are potentially significant, a Phase 3 mitigation program (which may entail measures such as project redesign to avoid resources, documentation and capping of resources in place, or recovery) shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented. That portion of the Phase 3 program which requires work on-site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbances in the area of the find. If human remains are discovered or suspected, the County Coroner shall be informed immediately and applicable State Health and Safety Code and Public Resources Code procedures shall be followed.</p>
<b>CUL-1e</b>	<p><b>Archaeological Mitigation.</b> If resources were discovered in the course of construction and monitoring, any study and mitigation measures determined necessary to mitigate potential significant impacts to insignificant levels shall be completed.</p>
<b>CUL-1f</b>	<p><b>Archaeological Monitoring Report.</b> A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring and receive approval prior to the issuance of the Certificate of Occupancy (Final Inspection).</p>
<b>CUL-2</b>	<p>The proposed project would result in the demolition of the Saint Francis Hospital complex. <u>The past use of the complex for hospital-related uses, which is historically significant in the history of Santa Barbara. However, the buildings located on the project site are not considered to be historically significant due to previous modifications that have been made over time.</u></p>
<b>CUL-2a</b>	<p><u><b>Historic Display.</b> A commemorative display for the education of the public on the history of the former St. Francis Hospital shall be integrated within the project's</u></p>



**Table 2.3-1**

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open space area located at the corner of Micheltorena and Salsipuedes Streets. All text for the display shall be written by a City qualified Historical Consultant and approved by the Historic Landmarks Commission. Additionally, at least one of the art pieces from the former St. Francis Hospital shall be incorporated on site.

**CUL-2b HLC Review.** Courtesy review of the proposed project shall be provided at the City Historic Landmarks Commission.

**Geological Hazards**

**G-1 The proposed project has the potential to be affected by seismic and soils-related hazards.**

**GEO-1a Earthwork, Foundation, and Structural Design.** The applicant shall implement all recommendations specified in the geology report prepared by URS (February 26, 2004). These recommendations include:

1. Foundation and earthwork elements of the final design documents (i.e., plans, specifications, and cost estimate) should be based on a geotechnical investigation tailored to meet the specific requirements of this project. The investigation should include a sufficient number of borings or other subsurface explorations to allow evaluation of the geotechnical conditions in the area of proposed construction. The results of the investigation should be presented in a report prepared under the supervision of a qualified geotechnical engineer.
2. Due to the potential for groundwater seepage at higher elevations in the older alluvium, all below-grade earth-retaining walls should be designed to resist hydrostatic pressure and to prevent infiltration of water into interior building spaces.
3. Seismic design of all proposed structures should be in accordance with the 2001 California Building code or the most recently adopted building code, unless more stringent standards are required by the City or recommended by the project structural engineer. Existing structures that will be incorporated into the proposed development should be re-evaluated for compliance with current seismic design requirements.
4. All foundations should be supported on firm native soil or approved, properly compacted fill material. For planning purposes it should be assumed that all structural fill will be compacted to at least 95% relative compaction per ASTM D1557.
5. Overexcavation will be required in areas where foundations or structural fill would otherwise be supported on existing unengineered fill or soft/loose native soil. The actual depth of overexcavation will depend on building locations, pad elevations, and foundation depths. However, for planning purposes, average overexcavation depths of five feet and two feet may be assumed in areas of

Table 2.3-1

**Cottage Hospital Foundation Workforce Housing Project  
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unengineered fill or soft/loose native soil, respectively.

6. Existing fill consisting of nonexpansive granular soil should be usable for structural fill if cleaned of deleterious material and properly recompacted.
7. All site grading activities related to structures or pavement, in addition to the compaction of all fill material, should be observed and tested by a representative of the geotechnical engineer of record for the project.

**Hazardous Materials**

**HAZ-1** Unless applicable hazardous material management regulations are implemented, the demolition of structures located on the Cottage Hospital Foundation Workforce Housing project site have the potential to result in the release of asbestos fibers, lead dust, mercury and PCBs to the environment.

**HAZ-1a** **Building Demolition Hazardous Materials Management.** The applicant shall conduct a comprehensive survey of buildings to be demolished for hazardous materials, including but not limited to sampling and analytical testing of all suspect lead and asbestos-containing materials, and materials that may contain mercury and PCBs. A plan shall identify measures for materials handling to minimize exposure to workers, the public, or environment, and proper disposal/recycling recommendations. Certified removal contractor(s) shall prepare a work plan for the removal of all identified hazardous materials prior to the issuance of a demolition permit for City approval. The plan shall address the following hazardous material management elements:

- Identification of suspect materials.
- Survey and assessment of the existing buildings.
- Scope of work development for hazardous material removal.
- Hazardous material removal and disposal.
- Quality control.
- Post Remediation Sampling and Assessment.

**HAZ-1b.** **Hazardous Material Removal Certification.** Prior to the issuance of a demolition permit, the project applicant/contractor shall provide to the Planning Department a certification indicating that surveys of the buildings to be demolished have been conducted by appropriately licensed personnel to detect the presence of asbestos, lead based paint, mercury and PCBs. It shall also be certified that all identified asbestos, lead based paint, mercury and PCB materials have been removed from the project site in accordance with applicable local, state and federal regulations. The certification shall identify the contractor(s) that conducted the surveys and material removal work, the transporter that removed the materials from the site, and the recycling/disposal facilities that accepted the waste material.

**Table 2.3–1**

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<b>HAZ-1c</b>	<b>Lead Based Paint Remediation.</b> If areas with concentrations of lead paint or dust that exceed applicable threshold standards are identified in any on-site building, soil adjacent to the building(s) shall be tested for the presence of lead. The location and number of samples shall be determined by the Santa Barbara County Fire Department - Protection Services Division or other appropriate regulatory agency. If necessary, lead-related soil contamination shall be remediated to the satisfaction of the Protection Services Division prior to the issuance of a demolition permit for the proposed project.
<b>HAZ-1d</b>	<b>Hazardous Materials Safety.</b> Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with State regulations.
<b>HAZ-2</b>	<p><b>Grading and construction activities at the project site would uncover and disturb soils that are known to be affected by diesel fuel contamination.</b></p> <p>The Initial Study prepared for the proposed project identified a potentially significant impact resulting from the exposure of on-site soils that are contaminated with diesel fuel. The Initial Study also provided the following mitigation measures to reduce potential contaminated soil exposure impacts to a less than significant level.</p>
<b>HAZ-2a</b>	<p><b>Soil Remediation.</b> Adherence to the Remediation Work Plan for Diesel Contaminated Soil dated April 20, 2004 as conditioned by direction and requirements provided by the County Fire Department, Protection Services Division, relating to remediation activities for the underground tanks shall occur prior to the issuance of building permits for new residential construction on the property. Additional Fire Department conditions include:</p> <ol style="list-style-type: none"> <li>1 Following removal of the USTs and appurtenant facilities, verification soil samples shall be collected, at a minimum, below the former UST locations (two samples/tank), below each dispenser, and below all pipeline joints and at any location where stained soil or petroleum odors are observed. The report containing the results of the remediation and verification work shall be submitted to the County Fire Department, Protection Services Division within 60 days after the completion of site work.</li> <li>2 Following removal of contaminated soil, a workplan shall be submitted to the County Fire Department, Protection Services Division for a minimum of one boring to be placed at the location of the formerly contaminated area to document that groundwater is greater than 50 feet below the contaminated soils. If water is encountered within 50 vertical feet of the former contamination, a workplan shall be submitted to County Fire with recommendations to determine the local groundwater gradient and to verify the absence of UST related groundwater contamination at the site. The workplan shall be submitted to County Fire no later than 30 days after</li> </ol>

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
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**Significant but Mitigable (Class II) Impacts**

completion of soil removal activities.

- 3 UST removal permits shall be obtained from County Fire Department, Protection Services Division prior to initiation of site work. Notify County Fire at least 72 hours prior to any beginning site work.

**Noise (short-term)**

- N-2 Project-related demolition, grading and construction activities have the potential to result in ground vibration impacts to residents and structures located adjacent to the project site.**

**N-2a Prepare a Structural Crack Survey and Video Reconnaissance.** Prior to the issuance of demolition permits, the applicant or its designee shall prepare a structural crack survey and video reconnaissance of neighboring structures whose occupants wish to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 50-100 feet of the project site property line. After each major phase of project development (demolition, grading and construction), a follow-up structural crack survey and video reconnaissance of neighboring structures shall be conducted to determine whether any new cracks or other structural damage consistent with project-related vibrations have occurred. The City and project applicant shall review the results of both pre- and post-construction surveys to determine whether any new structural damage resulted from project-related construction activities. The project applicant shall be responsible for the cost of repairing damage to structures resulting from project-related construction activities.

- N-3 Increases in short-term truck traffic related to the development of the Cottage Hospital Foundation Workforce Housing project have the potential to result in significant traffic noise impacts to residents in the project area, particularly along Micheltorena Street located between the project site and Garden Street, and residences located along Garden Street east of Arrellaga Street.**

Proposed mitigation measure N-1n (Truck Routing) would minimize the potential for sensitive noise receptors adjacent to streets in the project area to be adversely affected by increased traffic noise impacts.

Proposed mitigation measures N-1h (Delivery and Storage of Materials and Equipment) would preclude project related truck traffic from using Micheltorena and Garden streets in the early morning and late evening hours, when elevated traffic noise impacts would be most likely to result in a significant short-term impact.

**Table 2.3-1**

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**Significant but Mitigable (Class II) Impacts**

**Solid Waste**

**SW-1**      Development of the Cottage Hospital Foundation Workforce Housing project would result in the generation of a substantial amount of construction/demolition waste. If less than 70% of this material is salvaged for reuse or otherwise recycled, the project would result in a significant short-term solid waste disposal impact.

**SW-1a.**    **Solid Waste Management Plan.** A solid waste management plan identifying measures for reuse, source reduction, and recycling shall be developed for construction and operation of the proposed project, and submitted to the City's Environmental Analyst and the County's Solid Waste Division for review and approval prior to building permit issuance.

**SW-1b.**    **Material Salvage/Recycling.** All construction/demolition waste generated by the proposed project shall be salvaged for reuse or be transported to an appropriate off-site recycling facility.

**Transportation, Circulation and Parking**

**TRF-2.**    The use of tandem parking spaces in Garage No. 3 has the potential to result in significant access and circulation impacts

**TRF-2a.** **Tandem Parking Space Assignment.** The proposed parking plan for the Workforce Housing project shall be revised to indicate that each pair of proposed tandem parking spaces are to be assigned to the same residential unit.

**TRF-3.**    The Workforce Housing project does not provide an adequate number of bicycle parking facilities on the project site

**TRF-3a**    **Bicycle Parking Spaces.** The site plan for the proposed project shall be revised to provide secure bicycle parking facilities for at least 33 bicycles. If feasible, enclosed (i.e., bike locker) facilities shall be provided. The required bicycle parking facilities shall be distributed throughout the project site.

**TRF-4.**    Parking by construction workers and the storage of building materials and equipment during the development of the Workforce Housing project has the potential to result in a significant short-term parking impact to the neighborhoods surrounding the project site.

**TRF-4a**    **Construction Parking and Materials/Equipment Storage.** Construction parking shall be provided as follows:

1. During the demolition, grading and construction phases of the project, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
Impacts and Proposed Mitigation Measures**

**Significant but Mitigable (Class II) Impacts**

A shuttle service between the parking area and the project site shall also be provided.

2. Storage or parking of construction materials ~~or~~ and equipment within the public right-of-way shall be prohibited.

**TRF-5. The current project design does not provide adequate pedestrian circulation within the site consistent with ADA standards.**

**TRF-5a. Pedestrian and ADA Circulation.** The internal circulation of the project shall be revised to provide at least one access connection between the northern and southern portions of the project site according to ADA standards.

**Water Quality**

**WQ-1 Project-related demolition, grading and construction activities have the potential to result in increased erosion, sedimentation and the release of substances that have the potential to result in significant water quality impacts.**

**WQ-1a. General Construction Activity Permit.** Prior to the issuance of a demolition, grading or building permit for the proposed project, the applicant or project developer shall comply with the requirements of the State General Permit for Storm Water Discharges Associated with Construction Activity. Compliance shall include providing the City with a copy of the Notice of Intent submitted to the SWRCB, and a copy of the subsequent Waste Discharge Identification Number. Compliance with the General Permit also requires the preparation of a SWPPP that identifies how potential water quality impacts associated with demolition, grading and construction operations will be minimized and controlled. A copy of the SWPPP shall be kept at the project site and be available for City review.

**WQ-1b. Erosion Control Plan.** Prior to the issuance of a demolition, grading or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy (2003)*. The erosion control plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the course of the development project. A copy of the erosion control plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

The following erosion control measures were identified by the Initial Study prepared for the Workforce Housing project and shall be included in the required erosion control plan:

**Table 2.3–1**

**Cottage Hospital Foundation Workforce Housing Project  
Impacts and Proposed Mitigation Measures**

**Significant but Mitigable (Class II) Impacts**

1. Minimize the area of bare soil exposed at one time (phased grading).
2. Install silt fences, sand bags, hay bales or other silt devices where necessary around the project site to prevent off-site transport of sediment.
3. Bare soils shall be protected from erosion by applying heavy seeding within five days of clearing or inactivity in construction.
4. Construction entrances shall be stabilized immediately after grading, and shall be maintained to prevent erosion and control dust.
5. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design those areas to control runoff.
6. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.

**WQ-2     The Workforce Housing project has the potential to result in significant long-term impacts to the quality of storm water runoff.**

The Initial Study prepared for the Workforce Housing project identified a potentially significant long-term project-related impact to the quality of storm water runoff water. The Initial Study concluded that existing City development requirements, along with the following mitigation measures would reduce potential runoff water quality impacts to a less than significant level.

**WQ-2a.     Storm Drain Markings.** Stenciled information shall be printed on all curb storm drains warning of the direct connection to the creek and ocean.

**WQ-2b     Site Runoff.** All runoff water from areas such as the access roads, roofs, and driveways shall be conveyed to an approved drainage facility in a manner that does not result in a net increase in storm water flow from the project site.

**Table 2.3-1**

**Cottage Hospital Foundation Workforce Housing Project  
Impacts and Proposed Mitigation Measures**

**Less Than Significant (Class III) Impacts**

**Air Quality**

**AQ-2**    The following mitigation measures are primarily based on standard measures identified by the Santa Barbara County APCD and would reduce the less than significant short-term construction equipment emissions resulting from the development of the proposed project to the extent feasible (Class III).

**AQ-2a. Diesel Engines.**    Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated “clean” diesel engines) shall be utilized.

**AQ-2b. Engine Size.**    The engine size of construction equipment shall be the minimum practical size.

**AQ-2c. Equipment Use Management.**    The number of pieces of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

**AQ-2d. Equipment Maintenance.**    Construction equipment shall be properly maintained per the manufacturer’s specifications.

**AQ-2e. Engine Timing.**    Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

**AQ-2f. Catalytic Converters.**    Catalytic converters shall be installed on gasoline-powered equipment.

**AQ-2g. Diesel Emission Reduction.**    Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the EPA or California shall be installed, if available.

**AQ-2h. Diesel Equipment Replacement.**    Diesel powered equipment shall be replaced by electric equipment whenever feasible.

**AQ-2i. Minimize Employee Trips.**    Construction worker trips shall be minimized by requiring carpooling and by providing for lunch opportunities on-site.

**AQ-2j. Low VOC Coatings.**    Low volatile organic compound (VOC) architectural coatings shall be used whenever feasible.

**AQ-2k. Low Sulfur Fuel.**    All diesel-powered equipment shall use ultra-low sulfur diesel fuel.

**AQ-2l. Bio-Diesel Fuels.**    If feasible, diesel-powered construction equipment used on the project site shall be fueled using bio-diesel fuels.



Table 2.3-1

**Cottage Hospital Foundation Workforce Housing Project  
Impacts and Proposed Mitigation Measures**

**Less Than Significant (Class III) Impacts**

**Transportation, Circulation and Parking**

**TRF-6** The Workforce Housing project has the potential to result in an increased demand for transit service. MTD has indicated that it may be necessary to evaluate the need for providing bus stop facilities adjacent to the project site in the future.

**TRF-6a. Bus Stop Improvement Bond.** Prior to the occupancy of the proposed project, the project applicant shall submit to ~~MTD~~ the City of Santa Barbara ~~public improvements~~ a bond for an amount sufficient to provide bus stop improvements (including but not limited to shelters, benches, trash receptacles, and required road improvements) along both sides of Salsipuedes Street. The amount of the bond shall be approved by the City and MTD. After providing the bond, if it has not been determined within a one-year period that bus stop improvements adjacent to the project site are warranted, the bond shall be returned to the project applicant.

**TRF-7.** Development of the Workforce Housing project has the potential to result in the generation of approximately 50 construction-vehicle trips per day.

**TRF-7a Construction Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods. Temporary traffic control measures, such as but not limited to appropriate signage, flag-persons, barriers, etc. shall also be used to minimize construction-related traffic conflicts. Proposed construction vehicle routes and traffic controls shall be submitted to the Public Works Department for review and approval.



### **3.0 PROJECT DESCRIPTION**

The Santa Barbara Cottage Hospital Foundation Workforce Housing project would result in the demolition of the Saint Francis Medical Center complex and the development of 115 residential condominium units in its place. The project would provide a mix of affordable and market-rate units, with 81 of the residences to be sold as affordable units to Cottage Hospital employees, and 34 of the units to be sold to the general public at market rates. A detailed description of the proposed project and its development characteristics is provided below.

#### **3.1 PROJECT APPLICANT**

Santa Barbara Cottage Hospital Foundation  
P.O. Box 689  
Pueblo and Bath Streets  
Santa Barbara, CA 93101

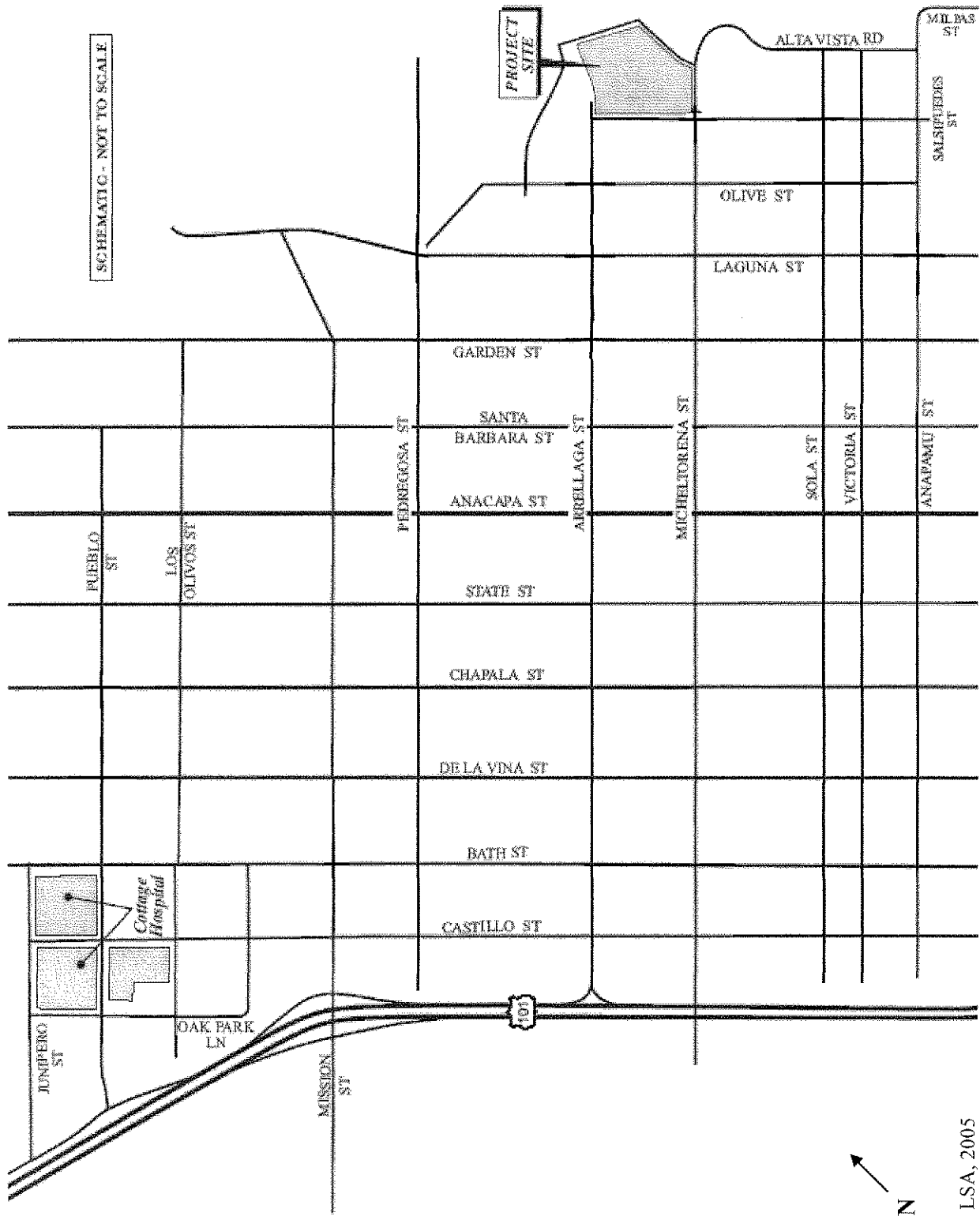
#### **3.2 PROJECT LOCATION**

The Cottage Hospital Workforce Housing project site is located in the Lower Riviera neighborhood of the City of Santa Barbara. The 7.39-acre project site is comprised of five Assessor parcels (027-270-016, 017, 018, 019 and 030) and is bounded by Grand Avenue to the north, California Street to the east, Micheltorena Street to the southeast, an extension of Salsipuedes Street to the southwest, and Arrellaga Street to the west. Figure 3.2-1 depicts the location of the project site. The address of the project site is 601 E. Micheltorena Street.

#### **3.3 PROJECT CHARACTERISTICS**

The project applicant has requested approval of the Cottage Hospital Foundation Workforce Housing project to demolish existing hospital structures and to construct 115 residential condominium units on a 5.94-acre site that is presently occupied by the Saint Francis Medical Center complex. Hospital-related services had been conducted on the project site since the early 1900's, however, the Saint Francis Hospital was closed in the spring of 2003 and the buildings on the project site are now vacant.

**Demolition.** The development of the proposed residences would require the demolition of the Main Hospital Building, the Engineering/Maintenance Building, the Convent Building, a storage building and a small structure known as the "generator building." The proposed project also includes the demolition of an exiting single-family dwelling and duplex that are located on the northeast corner of the project site. The Villa Riviera, which is a congregate care facility for the elderly, is located in the northern portion of the project site and would be retained. Structures to be demolished total approximately 180,000 square feet in floor area.



Source: LSA, 2005

**Figure 3.2-1**  
Project Location

City of Santa Barbara  
Santa Barbara Cottage Hospital Foundation Workforce Housing Project

**Tentative Maps.** The proposed project includes a request for two Tentative Maps: Tentative Map “A” and Tentative Map “B.” The Tentative Maps would result in the creation of five reconfigured lots on the 7.39-acre project site.

Tentative Map “A” would create four parcels located in the northern portion of the project site. The four parcels would consist of an approximately 0.72-acre parcel that would continue to be occupied by the Villa Riviera, and three parcels that would each be approximately 0.24 acres in size. Each of the four parcels would be zoned “Two-Family Residential” (R-2), similar to the existing zoning of the northern portion of the project site. The three 0.24 acre parcels could eventually accommodate the development of two residential units on each parcel, for a total of six residential units. The development of the three 0.24-acre parcels is not included as part of the current application for the proposed project.

Tentative Map “B” would create the 5.94-acre parcel that would be used for the development of the proposed 115 residential condominiums. The Tentative Map “B” parcel would have a “Medical Office” (C-O) zoning designation, similar to the zoning of the Saint Francis Medical Center complex. Residential development is an allowed use under this zone.

**Other Permits.** The proposed project includes requests for several additional discretionary entitlements. These include: Lot Merger and resubdivision of the 7.39-acre project site by the two Tentative Subdivision Maps described above, a Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines; and Lot Area, Separation Between Buildings, and Building Setback Modifications.

### **3.3.1 Proposed Project Design**

**Proposed Residential Units.** The 115 proposed residential units would be distributed throughout the 5.94-acre project site and would be provided in a variety of unit types and configurations. A total of 49 new buildings would be developed on the project site, consisting of one single unit (1 unit), 38 duplexes (76 units), six triplexes (18 units), one fourplex (4 units), two fiveplexes (10 units) and one sixplex (6 units). Nine of the proposed residences would be provided in single-story buildings, 90 units would be in two-story buildings, and 16 units would provide two habitable floors over a parking garage (three stories). A total of ten one-bedroom units, 67 two-bedroom units, and 38 three-bedroom units would be provided. In total, approximately 121,310 square feet of habitable floor area, and 64,496 square feet of garage, storage and mechanical space (185,806 total square feet) would be provided on the project site.

The 5.94-acre portion of the project site that would be used for the development of residential units would have a “Medical Office” (C-O) zoning designation. The “C-O” zone allows the development of residences, and for lots that are at least 14,000 square feet in area, at least 3,500 square feet is required for each dwelling unit. The “C-O” portion of the project site is approximately 258,796 square feet (5.94 acres), which would

accommodate the development of 73 market-rate residential units (approximately 12 units per acre). The proposed project would provide 115 units at a density of 19.36 units per acre, or 42 more units than allowed under the base density requirements of the “C-O” zone. The increase in unit density may be allowed under the City’s bonus density program, provided the additional units are sold at prices defined by the City as being affordable to middle- and upper-middle income households, and that the units remain affordable to subsequent owners throughout the term of the affordability controls. As proposed, 81 of the proposed units would be sold as affordable units to Cottage Hospital employees. The remaining 34 units would be sold to the general public at market rates.

Landscaping would be provided around the perimeter of the project site and between the proposed residences. Approximately 92,641 square feet (35.8%) of the project site would be landscaped. A passive recreation area would be provided near the corner of Salsipuedes and Micheltorena Streets, and a “tot lot” playground would be located near the terminus of Arrellaga Street.

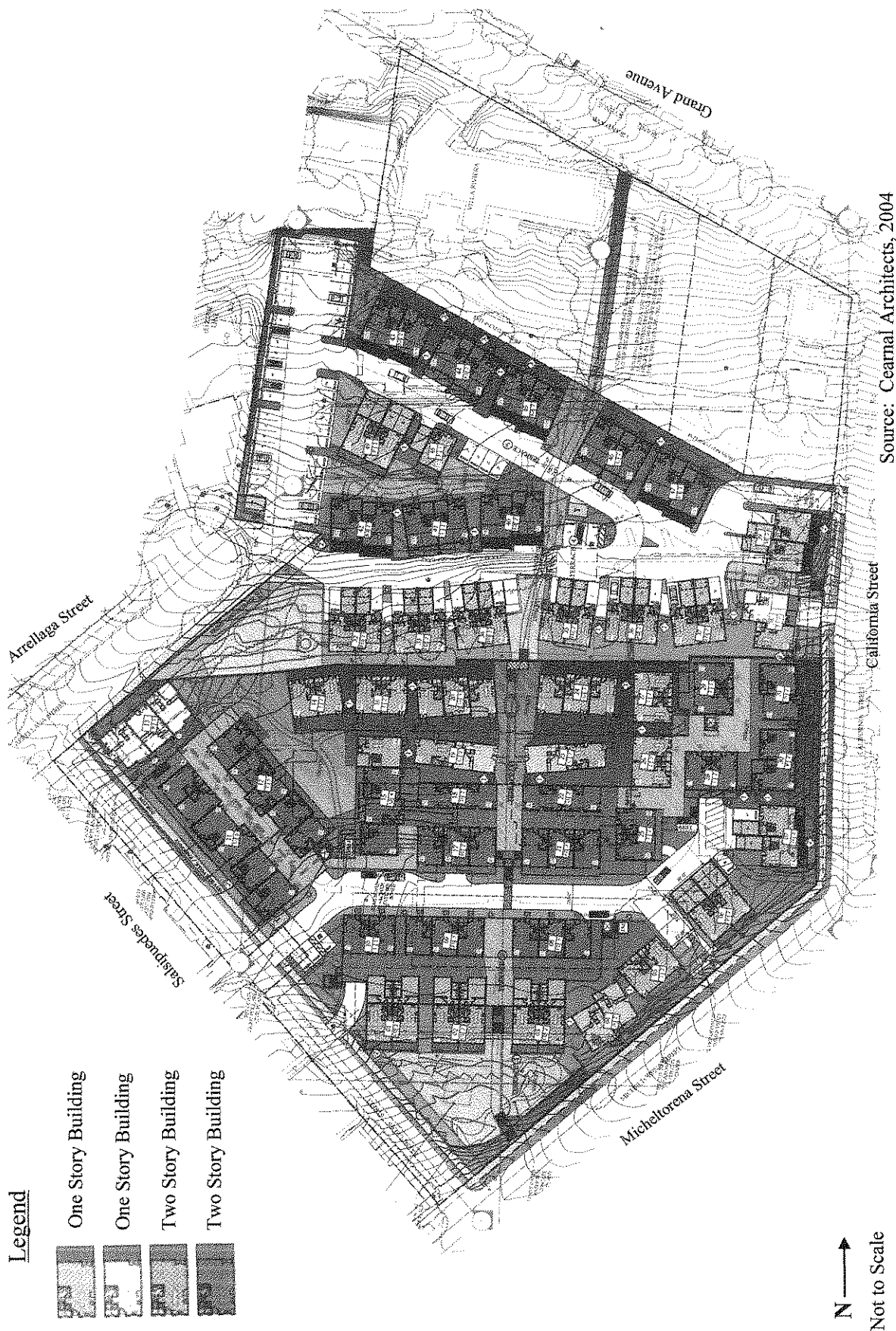
The proposed project site plan (Figure 3.3-1) depicts the location and configuration the proposed residential units, and the location of proposed landscape areas. Figure 3.3-2 provides examples of the appearance of the proposed buildings.

**Vehicle Access.** The project site slopes downward from north to south with an average slope of approximately 12.7% across the entire site. To accommodate this change in site elevation, a retaining wall with a maximum height of approximately 11 feet would extend from east to west across the central portion of the project site. Due to the grade separation created by the retaining wall, vehicle access between the northern and southern portions of the site would not be possible. Therefore, separate access driveways would be provided to serve the northern and southern portions of the project.

Access to the northern portion of the project would be provided by two main driveways: one located at the end of Arrellaga Street on the western side of the project site, and one located on the eastern site boundary along California Street. Access through the northern portion of the project site would also be provided through an existing parking lot located in the northwest corner of the project site. One additional driveway that would serve two proposed residences on the eastern side of the project site would also be provided off of California Street, approximately 70 feet south of the main access driveway.

Access to the southern portion of the project site would be provided by two driveways located on the southern site boundary along Salsipuedes Street. The western driveway would lead to an on-site access road, while the eastern driveway would provide access to an underground parking garage. Figure 3.3-1 depicts the location of proposed driveways and on-site access drives that would be provided to serve the proposed project.

The primary vehicle access to the Villa Riviera and its dedicated parking area would continue to be provided from an existing driveway that extends from the end of

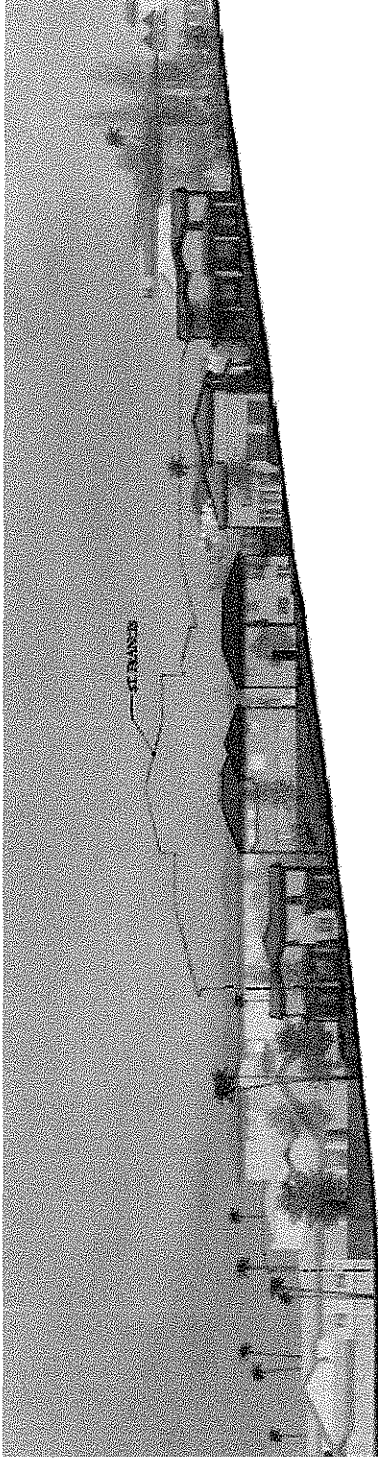


**Figure 3.3-1**  
Site Plan

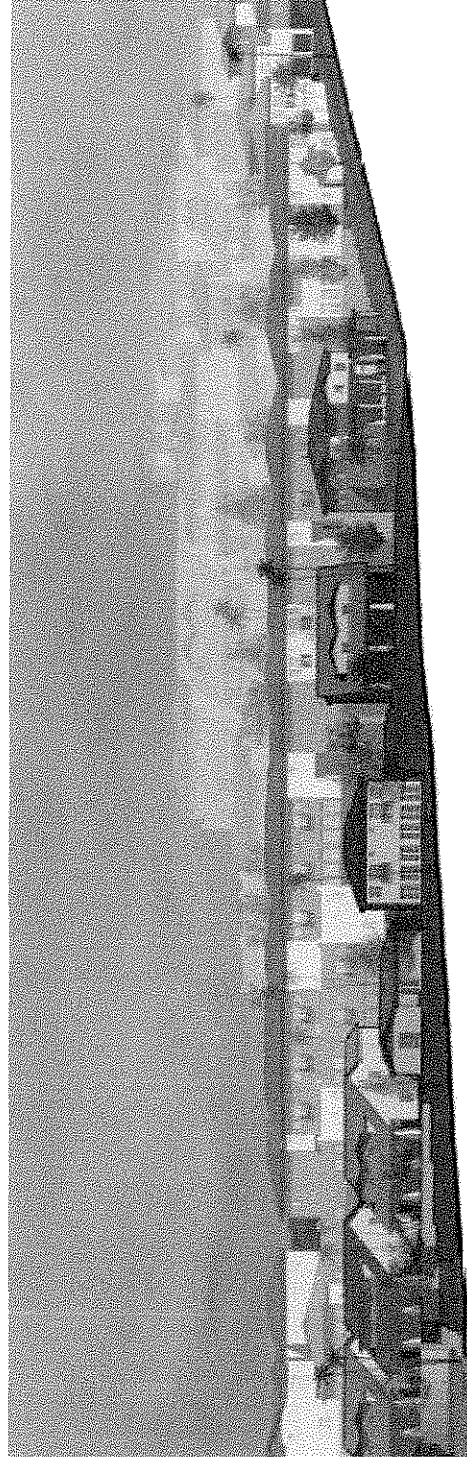
City of Santa Barbara  
Santa Barbara Cottage Hospital Foundation Workforce Housing Project

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**Proposed Project Site View Looking West From California Street**



**Proposed Project Site View Looking Northwest From Micheltorena Street**

Not to Scale

Source: Cearnal Architects, 2005

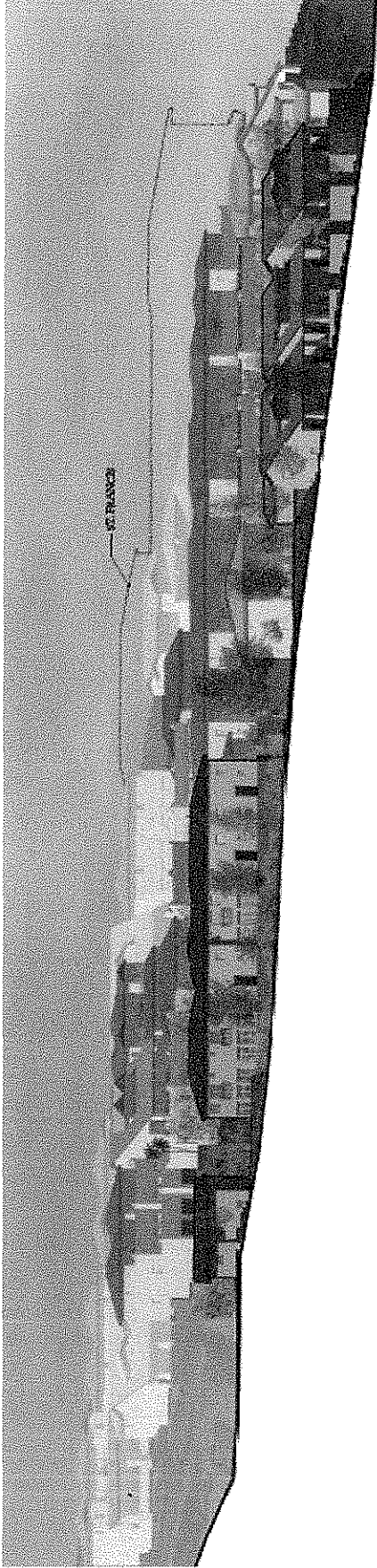
**City of Santa Barbara**

*Santa Barbara Cottage Hospital Foundation Workforce Housing Project*

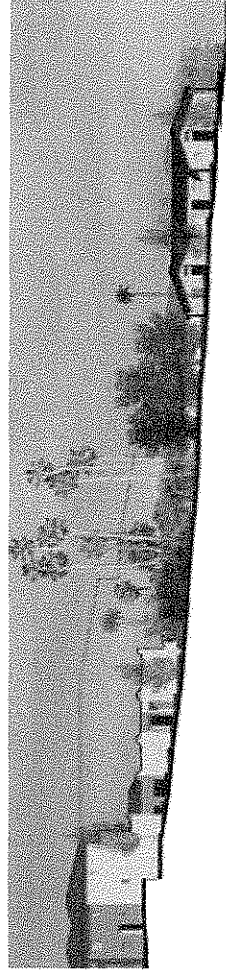
**Figure 3.3-2a**

Project Site Elevations

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**Proposed Project Site View Looking Northeast From Salsipuedes Street**



**Proposed Project Site View Looking Southeast From Arrellaga Street**

Not to Scale

Source: Cearnal Architects, 2005

**City of Santa Barbara**  
*Santa Barbara Cottage Hospital Foundation Workforce Housing Project*

**Figure 3.3-2b**  
 Project Site Elevations

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Arrellaga Street. The existing secondary access to the Villa Riviera from Grand Avenue would also be maintained.

**Pedestrian Access.** Pedestrian circulation around the perimeter of the project site would be provided by installing new or improved sidewalks along California, Micheltorena, Salsipuedes and Arrellaga Streets. Stairs and pathways that would connect the sidewalks with a proposed network of on-site pathways between residential units would also be provided.

A pedestrian corridor would extend in a north-south direction across the entire central portion of the project site. Access along the pedestrian corridor between the northern and southern portions of the project site is proposed to be provided by a stairway that would be incorporated into the design of the east-west retaining wall. A 10-foot wide access easement would also be provided to extend the central pedestrian corridor northward from the housing project site to Grand Avenue. A 20-foot wide easement would also be provided along a proposed access drive on the northern portion of the project site to allow bike and pedestrian access between Arrellaga and California streets. Figure 3.3-1 depicts the location of proposed pedestrian circulation routes that would be provided to serve the proposed project.

**On-Site Parking.** In accordance with the City Zoning Ordinance requirements, the proposed project would provide a total of 254 on-site parking spaces for the proposed residential units. The number of proposed parking spaces was calculated based on the following Ordinance provisions:

- 1.5 spaces for each one-bedroom unit (15 spaces)
- 2.0 spaces for each unit with two or more bedrooms (210 spaces)
- 1.0 guest parking space for each four units (29 spaces)

The 254 project-related parking spaces would include 138 spaces in three underground garages located on the southern portion of the project site, 59 private one- and two-car garages located on the northern and southern portions of the site, and 57 uncovered spaces that would be distributed throughout the project site. Of the 254 proposed parking spaces, 167 spaces would be assigned to individual units. Assigned spaces would be located in enclosed one- and two-car garages (73 spaces), underground parking garages (92 spaces) and uncovered spaces (2 spaces). A total of 87 uncovered and underground parking spaces would not be assigned to a specific unit and would be available for resident and guest use. The proposed parking spaces have been distributed throughout the project site so that the northern and southern portions of the project meet their respective parking requirements based on the number and types of units provided. Information regarding the type and distribution of the proposed parking spaces is summarized on Table 3.3-1. The proposed parking plan for project is depicted on Figure 3.3-3.

In addition to the 254 parking spaces that would be provided for the proposed housing project, 11 additional parking spaces would be dedicated for use by the Villa Riviera. Those parking spaces would be located in the existing parking lot that is to be retained in the northeast corner of the project site. Therefore, a total of 265 parking spaces would be provided on the entire project site.

**Table 3.3-1  
Cottage Hospital Workforce Housing Project  
Proposed Parking Distribution**

<b>Parking Area</b>	<b>Number Provided</b>	<b>Total Spaces Provided</b>
<b>Northern Project Area (35 units)</b>		
Surface Parking Spaces		
Enclosed Two-Car Garages	18	36
Enclosed One-Car Garages	17	17
Assigned Uncovered Spaces	14	14
Unassigned Uncovered Spaces	38	38
<b><i>Northern Area Subtotal</i></b>	<b>--</b>	<b><i>105</i></b>
<b>Southern Project Area (80 units)</b>		
Underground Parking Garages (3)		
Assigned Spaces	92*	92*
Unassigned Spaces	46	46
Surface Parking Spaces		
Enclosed Two-Car Garages	2	4
Enclosed One-Car Garages	2	2
Assigned Uncovered Spaces	2	2
Unassigned Uncovered Spaces	3	3
<b><i>Southern Area Subtotal</i></b>	<b>--</b>	<b><i>149</i></b>
<b>Housing Project Subtotal</b>		<b>254</b>
<b>Villa Riviera Parking</b>	11	<b>11</b>
<b>TOTAL PARKING SPACES PROVIDED</b>	<b>--</b>	<b>265</b>

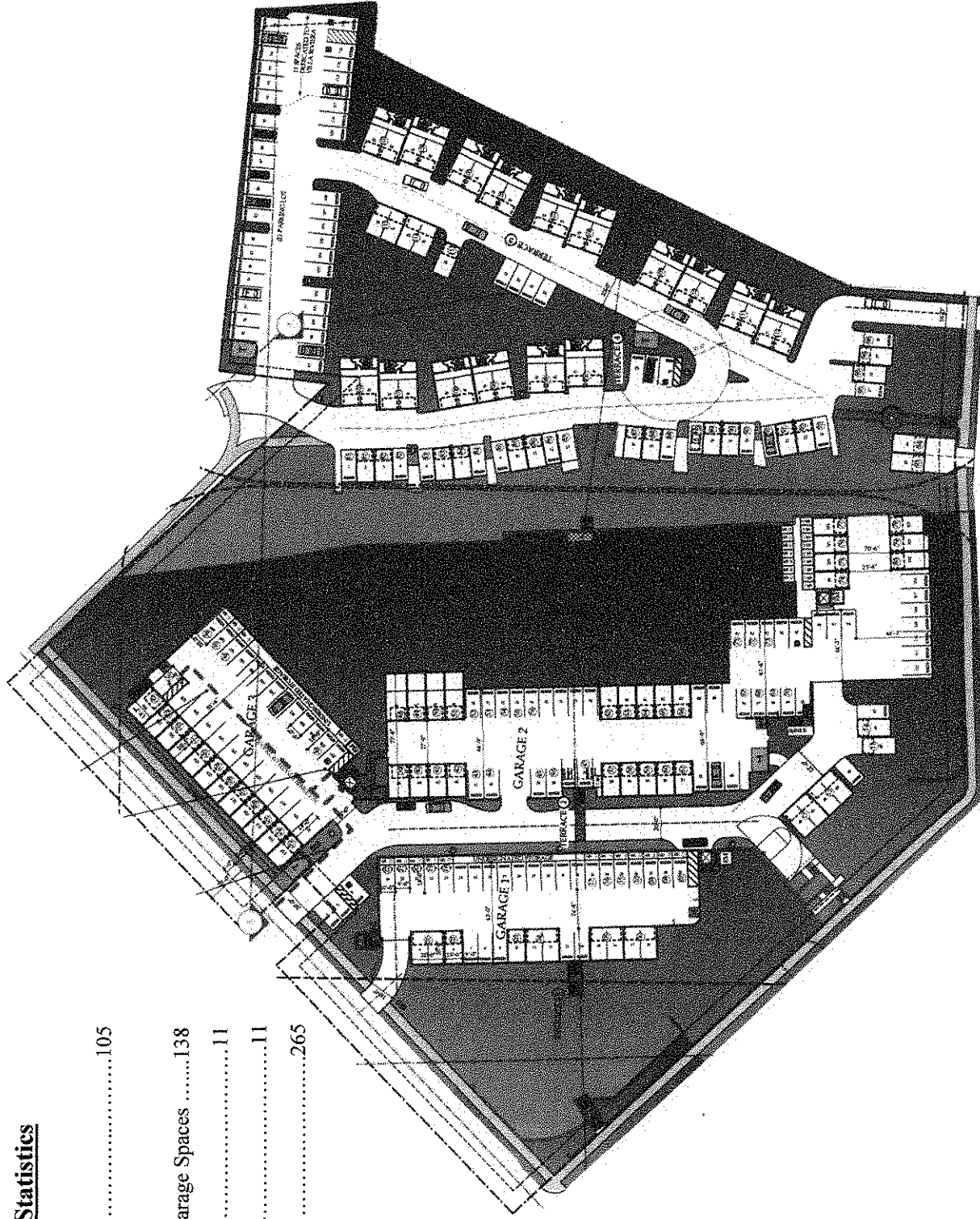
\* 12 of the proposed parking spaces would be "tandem" spaces, or spaces located directly behind another parking space.

The proposed project would also provide bike parking facilities for use by residents and visitors. As proposed, a total of 12 bicycle parking spaces would be provided on the southern portion of the project site adjacent to proposed unit numbers 25 and 41.

**Employee Shuttle Program.** Cottage Hospital Foundation Workforce Housing project would include the implementation of a shuttle bus/vanpool program. The shuttle service would be used to transport employees to and from Cottage Hospital and other Cottage Health System work sites.

### Parking Statistics

<b>Northern Area</b>	
Surface Spaces.....	105
<b>Southern Area</b>	
Underground Garage Spaces .....	138
Surface Spaces.....	11
<b>Villa Riviera.....</b>	<b>11</b>
<b>TOTAL .....</b>	<b>265</b>



N  
Not to Scale

Source: Cearnal Architects, 2004

**Figure 3.3-3**  
Parking Plan

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### **3.3.2 Demolition and Construction Activities**

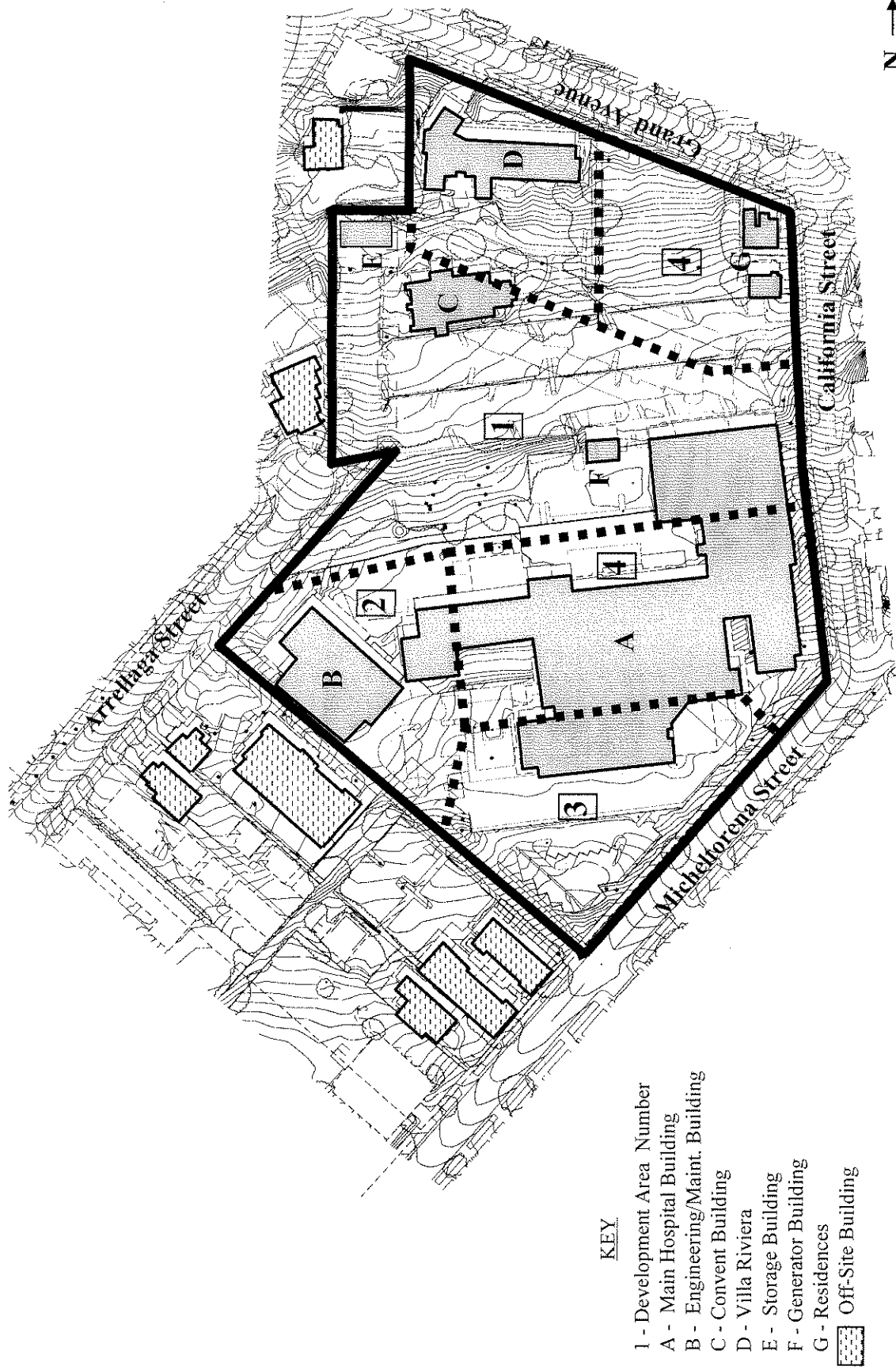
**Construction Duration and Phasing.** It is estimated that the demolition, grading and construction activities required to develop the proposed project would occur over a period of approximately 67 weeks (approximately one year and three months). Proposed construction-related activities have been identified for four separate project areas, and the project development activities in each area would be conducted in four overlapping phases. Each development area would be managed as a “project within a project.” A description of the demolition, grading and construction operations that have been proposed for each development area on the project site is provided below. Figure 3.3-4 depicts the location of each proposed development area and Table 3.3-2 provides a preliminary timeline depicting approximately when proposed demolition, grading and construction activities would occur in each area.

Construction of the proposed residences cannot begin until the Santa Barbara County Fire Department’s Fire Prevention Division has determined that contaminated soil on the project site has been removed or remediated in compliance with applicable regulations. The on-site soil contamination is associated with the former use of underground storage tanks located on the project site. Demolition of the existing structures may be initiated prior to completion of the soil remediation process to facilitate access to areas that have soil contamination.

Development Area 1. This area would consist of the northern portion of the project site and would include all of the area north of the proposed east-west retaining wall that would extend across the center of the project site. The existing parking lot located at the end of Arrellaga Street in the northwest corner of the project site is also located in Development Area 1. Access to Area 1 would be provided from an existing driveway at the end of Arrellaga Street and a new driveway along California Street.

Demolition activities in Area 1 would occur over a period of approximately nine weeks and would result in the removal of the Convent Building, the northeast portion of the Main Hospital Building, the storage building located in the northwest corner of the project site, the generator building, and the large parking lot located north of and adjacent to the Main Hospital Building. The single-family dwelling and duplex unit located in the northeast corner of the project site are also located in Area 1, but would not be demolished until the end of demolition activities planned for Development Area 4.

Construction activities in Development Area 1 would occur over a period of approximately 37 weeks and would result in the construction of the east-west retaining wall and 35 residential units. The parking lot located north of Arrellaga Street would be used to temporarily located construction office trailers, while maintaining access to the 11 parking spaces required by the Villa Riviera. A construction equipment and material staging area would be provided in an area south of the parking lot that is to be retained and east of and adjacent to Arrellaga Street (see Figure 3.3-4).



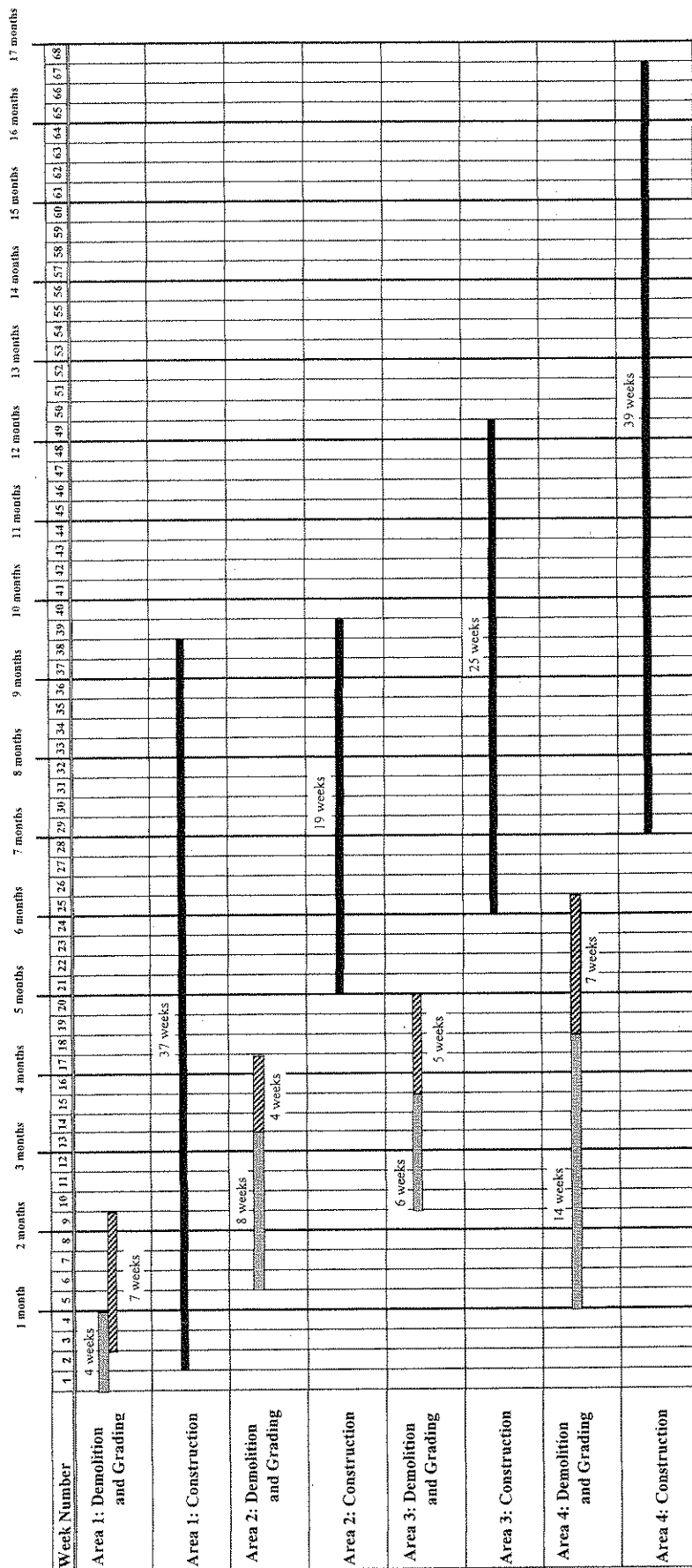
City of Santa Barbara

*Santa Barbara Cottage Hospital Foundation Workforce Housing Project*

**Figure 3.3-4**

Proposed Project Site Development Areas

Table 3.3-2  
Proposed Demolition, Grading and Construction Schedule Timeline



Duration of demolition activity

Duration of grading activity

Duration of construction activity. Construction includes the development of residences, parking structures, on-site Roads, landscaping and hardscape features.

Source: Modified from a report entitled *St. Francis Campus Work Force Housing Project*, Rider Hunt Levett & Bailey, 2004

It has been estimated that a maximum of 75 construction workers would be on-site in Development Area 1 during peak development activities. Construction employee parking would be provided in Development Area 3 until demolition activities begin in that portion of the project site. After demolition activities in Area 3 begin, construction parking would be provided off-site and a shuttle bus would be used to transport workers to and from the project site. The off-site parking and shuttle bus would be used until construction activities near completion in Area 1 and sufficient on-site parking to meet worker requirements would be provided.

Development Area 2. This area would be located in the eastern corner of the project site, bounded by Arrellaga Street to the northwest and Salsipuedes Street to the southwest. Access to Development Area 2 would be provided by a new driveway along Salsipuedes Street.

The Engineering/Maintenance building and the western portion of the Main Hospital Building are located in Development Area 2 and would be demolished during this project phase. It is anticipated that demolition activities would take approximately 11 weeks to complete. Construction activities in Development Area 2 would occur over a period of approximately 19 weeks and would result in the development of the 18 residential units and underground parking garage No. 3. Eleven of the proposed residential units would be located above the parking garage. A construction equipment and material staging area would be provided in the southern portion of Area 2 (see Figure 3.3-4).

It has been estimated that a maximum of 65 construction workers would be on-site in Development Area 2 during peak development activities. Construction employee parking would be provided in Development Area 3 until demolition activities begin in that portion of the project site. After demolition activities in Development Area 3 begin, construction parking would be provided off-site and a shuttle bus would be used to transport workers to and from the project site. The off-site parking and shuttle bus would be used until construction activities near completion in Development Area 2 and sufficient on-site parking to meet worker requirements would be provided in parking garage No. 3.

Development Area 3. This area would be located in the southernmost portion of the project site, bounded by Salsipuedes Street to the southwest and Micheltorena Street to the southeast. Access to Development Area 3 would be provided along the proposed on-site driveway that would connect to Salsipuedes Street.

Demolition activities in Development Area 3 would occur over a period of approximately 11 weeks. Structures that would be removed include the south wing of the Main Hospital Building and the parking facilities located to the south of the hospital building.

Construction activities in Development Area 3 would occur over a period of approximately 25 weeks and would result in the development of 20 residential units and underground parking garage No. 1. Fourteen of the proposed residential units would be located above the parking garage. A construction equipment and material staging area would be provided in the southern portion of Area 3 (see Figure 3.3-4).

It has been estimated that a maximum of 65 construction workers would be located in Development Area 3 during peak development activities. Off-site worker parking and a shuttle bus would be provided until construction activities near completion in Development Area 2 and sufficient on-site parking to meet worker requirements would be provided in parking garage No. 3.

**Development Area 4.** This would be the largest on-site development area and would be bounded by the east-west retaining wall to the north and California Street to the east. Access to this area would be provided by a gate located near the intersection of California and Micheltorena Streets.

Portions of the Main Hospital Building would have been removed during the development of Areas 1, 2 and 3, however, the majority of the building would be demolished during this project phase. It is anticipated that demolition activities in Development Area 4 would take approximately 21 weeks to complete.

Construction activities in Development Area 4 would occur over a period of approximately 39 weeks and would result in the construction of 42 residential units and underground parking garage No. 2. Twenty-five of the proposed residential units would be located above the parking garage. A construction equipment and material staging area would be provided in the western portion of Area 4 (see Figure 3.3-4).

It has been estimated that a maximum of 100 construction workers would be on-site in Development Area 4 during peak development activities. Construction employee parking would be provided in Area 3 until demolition activities begin in that portion of the project site. After demolition activities in Area 3 begin, construction parking would be provided off-site and a shuttle bus would be used to transport workers to and from the project site. The off-site parking and shuttle bus would be used until construction activities near completion in Development Areas 1, 2 and 3, and sufficient on-site parking to meet worker requirements would be provided in those areas.

**Proposed Grading Volumes.** Preliminary estimates of earthwork required for the development of the Cottage Hospital Workforce Housing project indicate that approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill would be required. Factoring in re-compaction of soils, volume attributed to underground utilities, and refinements to the grading plan, it is anticipated that cut and fill volumes on the project site would be approximately balanced. It is also anticipated that approximately 7,000 cubic yards of base course (e.g., gravel-like material placed beneath structures, roads and in utility trenches) would be imported to the project site.

**Disposition of Demolition Material.** The asphalt and concrete from the demolished buildings and parking lots would be hauled to an off-site recycling facility, and on-site equipment and other building materials would be salvaged for reuse or recycling. These materials may include items such as roofing tiles, exterior light fixtures, doors, elevators, landscaping, stone in retaining walls that are to be demolished, metal railings, medical equipment, mechanical plant and related equipment, and metal recovered from electrical cable, conduit, ducts and plumbing.

### **3.4 PROJECT OBJECTIVES**

The goal of the Cottage Hospital Workforce Housing project is to develop new residences on a site that is owned by Cottage Hospital and that is currently occupied by buildings formerly used by the Saint Francis Medical Center. To implement this goal, several project-specific objectives have been identified:

1. Implement a feasible development plan for the reuse of the former Saint Francis Medical Center property.
2. Develop affordable residential units that will provide housing opportunities for Cottage Hospital employees.
3. Develop housing in the City of Santa Barbara to reduce vehicle miles traveled by employees within the South Coast.
4. Develop market-rate residential units to provide additional housing opportunities in the Santa Barbara community and support development of affordable employee units.
5. Minimize the potential for short-term and long-term environmental impacts to the neighborhoods located adjacent to the project site.
6. Ensure that development provides for adequate public services and facilities.
7. Provide quality architecture and “green” design elements compatible with the character of the surrounding neighborhood with periphery building massing similar to adjacent residential patterns.

## **4.0 ENVIRONMENTAL SETTING**

This section provides a brief description of the conditions that exist on the proposed project site and in the project area.

### **4.1 PROJECT AREA SETTING**

The Santa Barbara Cottage Hospital Foundation Workforce Housing project site is located in the northern portion of the City of Santa Barbara in the Lower Riviera neighborhood. The area surrounding the project site is also known as “Bungalow Haven.” The project area is developed primarily with single-family and multi-family residences, however, properties with medical offices and other institutional uses are located in the project area. Santa Barbara High School and the County Bowl, which is a venue for live stage performances, are also located in the Lower Riviera neighborhood.

The Lower Riviera neighborhood is located at the base of a south-facing slope that rises approximately 700 feet above the downtown area of Santa Barbara. The gradients of slopes in the project area generally vary from gentle to moderate (see Figure 4.1-1).

Access through the project region is provided by U.S. Highway 101. Access to the project area from the highway is provided by interchanges at Mission Street and Garden Street.

### **4.2 PROJECT SITE SETTING**

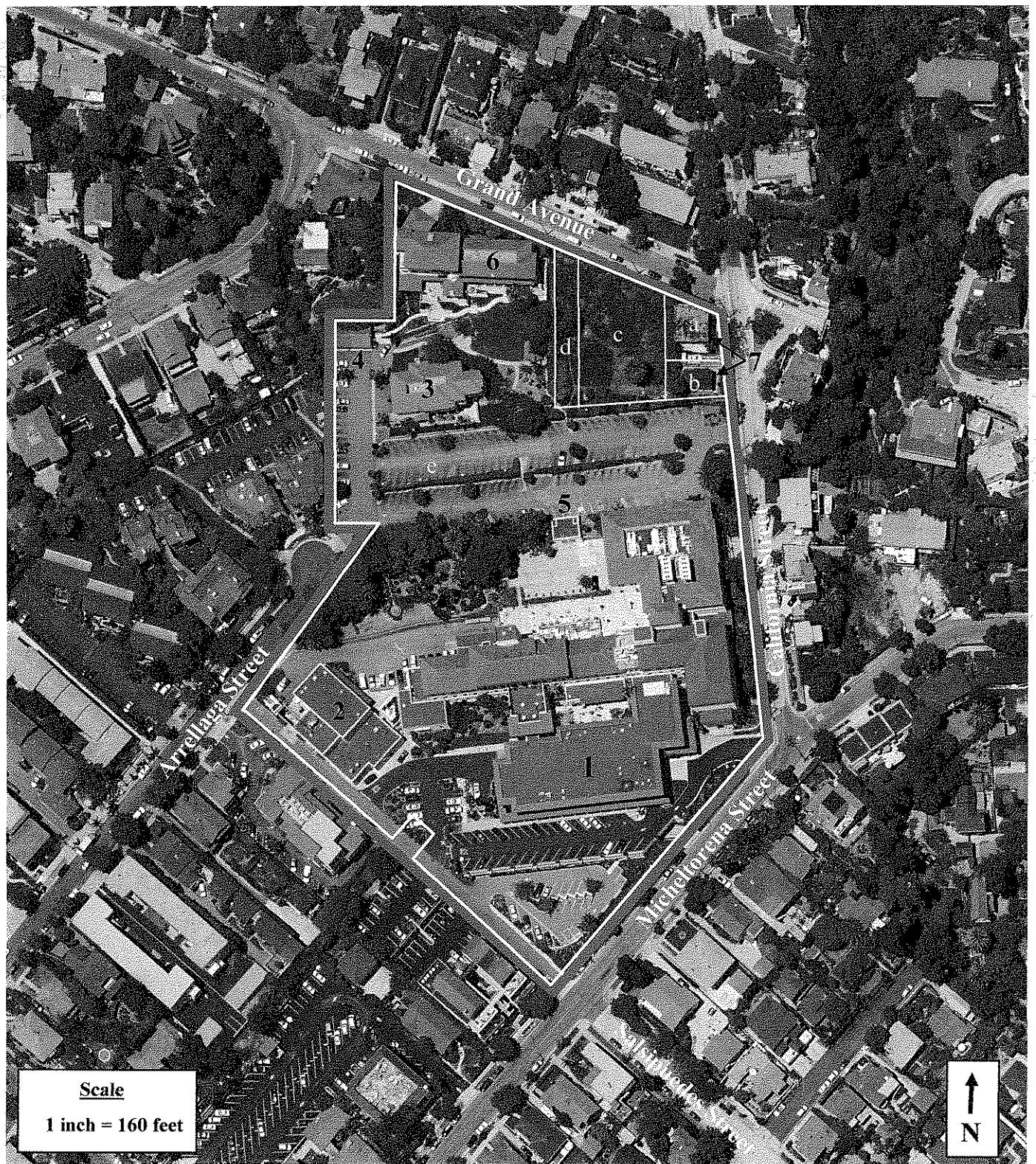
#### **4.2.1 Existing Conditions**

The project site is bounded by Micheltorena and California Streets to the east, Grand Avenue to the north, Arrellaga Street along the southeast corner, and an extension of Salsipuedes street to the south (Figure 4.2-1). Access to the project site is currently provided by driveways located along Micheltorena, California, Arrellaga and Salsipuedes Streets. Access to the Villa Riviera is provided from Grand Avenue and Arrellaga Street.

The 7.39-acre project site is comprised of five Assessor parcels. A description of each parcel is provided on Table 4.2-1







City of Santa Barbara

*Santa Barbara Cottage Hospital Foundation Workforce Housing Project*

**Figure 4.2-1**  
Project Area

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**Table 4.2-1**  
**Existing Parcels of the**  
**Cottage Hospital Foundation Workforce Housing Project Site**

<b>Map No.*</b>	<b>Assessor Parcel Number</b>	<b>Size</b>	<b>Existing Condition</b>	<b>Zoning</b>
a	027-270-018	2,372 sf 0.05 acre	Developed with a duplex	R-2
b	027-270-019	2,310 sf 0.05 acre	Developed with a single-family dwelling	R-2
c	027-270-017	11,702 sf 0.27 acre	Vacant	R-2
d	027-270-016	6,686 sf 0.15 acre	Vacant	R-2
e	027-270-030	298,851 sf 6.86 acres	Occupied by the Saint Francis Medical Center buildings	C-O and R-2

(1) Refer to Figure 4.2-1 for Assessor parcel location

The 5.94-acre portion of the project site that would be used for the development of the Workforce Housing project is occupied by buildings that were developed as part of the Saint Francis Medical Center. The project site was used for hospital and other related medical practices since the early 1900's, as indicated by a 1907 city directory that contained an advertisement for a "sanitarium" that had been developed on the site under the name "Quisisana Hospital" (Bookspan, 2004). Medical services were provided on the project site until the spring of 2003 when the Saint Francis Medical Center was closed and the property was subsequently sold to Cottage Hospital.

There are five hospital-related structures located on the 5.94-acre area that would be used for the development of the Workforce Housing project. The locations of the existing buildings are depicted on Figure 4.2-1 and a description of each structure is provided on Table 4.2-2.

**Table 4.2-2**  
**Structures Located on the**  
**Cottage Hospital Foundation Workforce Housing Project Site**

<b>Bldg No. *</b>	<b>Building Name</b>	<b>Building Size and Use</b>
1	Main Hospital Building	The 85-bed hospital building provides 149,468 square feet of floor area. The building is two - four stories in height.
2	Engineering/Maintenance Building	This one-story, multi-level building provides approximately 9,617 square feet of floor area.
3	Convent Building	This nine-bed, two-story building provides 6,628 square feet of livable floor area plus a two-car garage.
4	Storage Building	This one-story building is approximately 1,330 square feet in area.
5	Generator Building	This one-story building is approximately 776 square feet in area.
6	Villa Riviera	This 14,240 square foot building is a 21-bed congregate care facility for the elderly.
7	Residences	A total of three residences are provided by a duplex and single-family dwelling.

\* Refer to Figure 4.2-1 for Building Number and Location

The project site buildings were evaluated to determine if they have historical significance. That evaluation concluded that due to substantial modifications made to the Main Hospital Building, and the relatively recent construction of the other structures, the buildings located on the project site are not historically significant (Bookspan, 2004).

The project site slopes downward from north to south with an average slope of approximately 12.7%, measured across the entire site. Several retaining walls have been developed on the property to form relatively level areas that have been used for the development of parking lots and buildings. A large parking area is provided across the central portion of the project site, and additional parking is provided on the southern portion of the site. A total of 315 parking spaces are provided on the project site.

#### **4.2.2 Zoning and Land Use Designations**

The General Plan land use designation of the entire project site is "Major Public and Institutional, Medical Center and Residential: 12 Dwelling Units Per Acre." Two zoning designations exist on the 7.39-acre project site: "C-O" (Medical Office) and "R-2"

(Two-Family Residence). The zoning designations established on each of the existing Assessor parcels that comprise the project site are described on Table 4.2-1.

#### **4.2.3 Surrounding Land Uses**

Land uses in the vicinity of the project site are generally a mix of residential and medical office uses. The area surrounding the proposed project site is depicted on Figure 4.2-1 and is described in Table 4.2-3.

**Table 4.2-3**  
**Land Uses Adjacent to the**  
**Cottage Hospital Foundation Workforce Housing Project Site**

<b>Direction</b>	<b>Land Uses</b>
North	The project site is bordered by Grand Avenue. Single-family and multi-family uses are located north of Grand Avenue and are a minimum of approximately 60 feet north of the project site property line. The area to the north is zoned "R-2."
South	The project site is bordered by an extension of Salsipuedes Street. This roadway provides access to the project site and the medical offices that are adjacent to the site. Multi-family dwellings are also located to the south. The medical offices closest to the project site are approximately 5 to 10 feet south of the project site's southerly property line. The nearest residences are approximately 100 feet to the south. Properties to the south are zoned "C-O" and "R-3."
East	Micheltorena and California Streets border the project site to the east. Uses to the east consist primarily of single- and multi-family dwellings that are a minimum of approximately 50 feet east of the project site property line. Properties to the east are zoned "R-2."
West	Medical offices, single-family and multi-family residences are east of and adjacent to the project site. Arrellaga Street borders the southeastern corner of the project site. Residences along Arrellaga Street are a minimum of approximately 70 feet west of the project site's western property line. Properties to the east of the project site are zoned "R-2" and "R-3."

#### **4.3 CUMULATIVE DEVELOPMENT**

Other proposed development projects located in the vicinity of the proposed project site were identified on cumulative project lists provided by the City of Santa Barbara (see EIR Volume II, Appendix D. Most of the projects identified on the cumulative project lists are small residential projects that would not substantially contribute to cumulative environmental impacts. Cumulative development projects that

have been proposed for the project area and that are larger in size are summarized on Table 4.3-1.

**Table 4.3-1  
Cumulative Project List**

<b>Location</b>	<b>Project Type</b>	<b>Net New Units/Square Feet</b>
21 E. Anapamu St.	Residential – rental	12 units
601 E. Micheltorena St. (1)	Residential	3 units
1600 - 1604 Olive St.	Commercial – convert a residence to a bed and breakfast inn	-1 unit/5,367 sf
1214 and 1216 State Street	Commercial – Granada Theater expansion	16,634 sf
111 E. Victoria St.	Commercial - office	9,905 sf
1211 Anacapa St.	Parking Structure	8,810 sf
130 E. Victoria St.	Commercial - office	10,204
315 W. Carrillo Street	Residential - apartments	61 units
2520 Modoc Road	Residential	18 units
1235 Veronica Springs Road	Residential - apartments	178 units
1298 Las Positas Road	Community Center	12,950 sf
900-1100 Las Positas Road	Residential	24 units
3721 Modoc Road	Classroom	9,120 sf
320 Pueblo Street	Cottage Hospital Modernization	NA

Source: City of Santa Barbara Planning Department, Cumulative Project Lists, May and October, 2004.

- (1) 115 condominium units have been proposed for this site as part of the Cottage Hospital Foundation Workforce Housing project. The net increase of three units results from the demolition of an existing SFD and duplex that are located on the project site, and the possible development of six units on the three proposed “R-2” zoned lots that would be created by the project.

## 5.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This section provides an evaluation of the potentially significant environmental effects of the Cottage Hospital Foundation Workforce Housing project that were identified by the Initial Study prepared for the project (see Appendix A). The term “significant effect” is defined by section 15382 of the *CEQA Guidelines* as “a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”

In addition to determining that the proposed project has the potential to result in significant impacts, the Initial Study identified other potential issue areas and environmental effects that may result from the project. A summary of those impacts and the mitigation measures that were proposed by the Initial Study to reduce the identified impacts to a less than significant level is provided in the Summary (Section 2.0) of this EIR. A Mitigation and Monitoring and Reporting Plan for the mitigation measures recommended by the Initial Study and this EIR is provided in Appendix C.

To aid in the description of project-related environmental impacts, four types of impacts may be identified by the EIR impact analysis:

**Class I. Significant and Unavoidable:** An impact whose effect cannot be reduced below significance through the implementation of reasonably available and feasible mitigation measures. For such an impact, section 15093 of the *CEQA Guidelines* requires that the Lead Agency adopt a Statement of Overriding Considerations if the project is approved.

**Class II. Potentially Significant but Mitigable:** An impact that can be reduced to below a level of significance by implementing reasonably available and feasible mitigation measures. For such an impact, section 15091 of the *CEQA Guidelines* requires the Lead Agency to adopt findings that the impact has been reduced to a less than significant level if the project is approved.

**Class III. Less Than Significant:** A project may result in environmental impacts that are adverse, however, the effect of the impact does not exceed the applicable threshold of significance. These impacts are considered to be “less than significant” and mitigation measures to reduce the impact are not required by CEQA. However, in some instances, mitigation measures are recommended that would minimize these effects and their contribution to cumulative impacts.

**Class IV. Beneficial:** An effect that would reduce existing environmental problems or hazards may be referred to as a “beneficial” impact.





## 5.1 AIR QUALITY IMPACTS AND MITIGATION MEASURES

This section evaluates the potential for the Cottage Hospital Foundation Workforce Housing project to result in significant short- and long-term impacts to air quality, and identifies measures to reduce project-related air quality impacts. The evaluation of potential short-term impacts includes an estimate of air emissions resulting from the demolition of structures located on the project site, and estimates of emissions resulting from the construction of the proposed housing units. The evaluation of potential long-term air quality impacts includes estimates of air emissions resulting from vehicle trips generated by the proposed project, and from the occupancy of the proposed residences.

Potential health-related impacts to people located adjacent to the project site from short-term exposures to diesel exhaust emitted from project-related construction equipment are also evaluated in this section. The analysis of potential diesel exhaust exposure impacts is based on the results of a project-specific health risk analysis report prepared by West Coast Environmental (2004). The text of the health risk analysis is provided in Appendix E of this EIR.

~~The demolition of buildings located on the project site has the potential to result in the release of asbestos fibers to the environment. Buildings located on the project site that would be demolished contain asbestos which will need to be contained and removed prior to building demolition. The potential for the proposed project to result in significant asbestos-related health impacts is evaluated in the Hazardous Materials section (5.2) of this EIR. That evaluation determined that containing and removing the asbestos material from the buildings prior to demolition, as well as compliance with applicable existing regulations and proposed mitigation measures, would reduce the potential for asbestos exposure impacts to a less than significant level.~~

### 5.1.1 Setting

**Regional Climate.** The project site is located in southern Santa Barbara County, in the South Central Coast Air Basin. The South Central Coast basin includes San Luis Obispo, Santa Barbara and Ventura Counties. The climate of the basin is dominated by a strong and persistent high-pressure system (the Pacific High) that frequently lies west of the Pacific coast. This system results in generally warm summer temperatures and controls the pathway and occurrence of low-pressure weather systems in the winter. Daytime summer temperatures in the project area average in the 70s (Fahrenheit), and minimum nighttime summer temperatures are typically in the 50s. Winter high temperatures tend to range in the 50s and 60s, while nighttime temperatures are in the 40s.

A daily cycle of land and sea breezes, combined with local topography, greatly influences the direction and speed of local winds. Daytime winds are usually gentle, and move from the ocean onto land. This pattern reverses at night when the air over the land

surface cools and descends from the coastal mountains and mountain valleys, resulting in gentle land breezes. This pattern of day and night airflow plays an important role in the movement of pollutants.

A wind pattern referred to “Santa Ana” winds can also influence local weather and air quality conditions. Santa Ana winds are warm, dry, northeasterly and primarily occur in the fall and winter. During Santa Ana conditions, pollutants emitted in Santa Barbara, Ventura and Los Angeles Counties are moved out to sea. These pollutants can then be moved back onshore into Santa Barbara County after the strong winds subside.

Several types of air inversions (warmer air on top of colder air) are common to the area. In winter, weak surface inversions occur, caused by the cooling of air in contact with the cold surface of the ground. During the spring and summer, subsidence inversions are created by the Pacific High when air is compressed and heated as it flows from a high-pressure area to a low-pressure inland area. Inversions acts like a lid on the cooler air mass near the ground, preventing pollutants in the lower air mass from dispersing upward.

**Air Quality Regulations.** The 1990 Federal Clean Air Act Amendments and the 1988 California Clean Air Act regulate the emission of airborne pollutants and have established ambient air quality standards to protect human health. The United States Environmental Protection Agency administers federal air quality regulations, and the California Air Quality Board (CARB) is the California equivalent. The CARB establishes air quality standards and is responsible for the control of mobile emission sources. Local Air Pollution Control Districts (APCDs) have jurisdiction over stationary sources and must adopt plans and regulations necessary to demonstrate attainment of federal and state air quality standards. The Santa Barbara County APCD has jurisdiction over air quality attainment in the Santa Barbara portion of the South Central Coast Air Basin.

Federal and state ambient air quality standards have been established for ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead and fine particulates (PM<sub>10</sub>). Federal standards have been adopted for very fine particulate matter (PM<sub>2.5</sub>), and California has adopted standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Except for the standards for lead and the eight-hour average for CO, the air quality standards for these “criteria” pollutants that have been adopted by California are more restrictive than the federal standards.

**Current Air Quality Conditions.** Santa Barbara County air quality has historically violated both the state and federal ozone standards, however, recent air quality monitoring data show that air quality in the County now complies with the federal 1-hour ozone standard. As of August 8, 2003, the County was designated as a federal ozone attainment area for the 1-hour standard. Santa Barbara County continues to be a non-attainment area for the more restrictive State 1-hour ozone standard.

Ozone is formed in the atmosphere through a series of chemical reactions involving nitrogen oxides (NO<sub>x</sub>), reactive organic gases (ROG) and sunlight. Ozone is classified as a “secondary” pollutant because it is not emitted directly into the atmosphere. The major sources of ozone precursors in the County are motor vehicles, the petroleum industry and the use of solvents (paint, consumer products and certain industrial processes).

Santa Barbara County is in compliance with federal PM<sub>10</sub> standards, however, the County is not in compliance with the more restrictive California 24-hour and annual PM<sub>10</sub> standards. Therefore, the County is designated a non-attainment area for the state PM<sub>10</sub> standard. Particulate matter is generated by a variety of sources, including entrained paved road dust, construction and demolition, agricultural tilling, windblown dust, sea salt, and particulate matter released during fuel combustion.

Santa Barbara County is an attainment area for the State and Federal air quality standards established for CO, NO<sub>2</sub> and SO<sub>2</sub>, and the State standards for sulfates, lead, hydrogen sulfide and visibility reducing particles. There is not yet enough data to determine the County’s attainment status for the federal and state standards for PM<sub>2.5</sub>. (Santa Barbara APCD, 2005).

The Santa Barbara County APCD is required to monitor air pollutant levels to assure that federal and state air quality standards are being met. If a standard is not being met, the APCD is responsible for developing strategies to achieve and maintain the standard. On December 16, 2004, the Santa Barbara APCD Board adopted the 2004 Clean Air Plan, which serves as the required three-year update to the 2001 Clean Air Plan. The 2004 Clean Air Plan focuses solely on the state 1-hour ozone standard and the associated planning requirements mandated by the California Clean Air Act. The 2004 Clean Air Plan examines the emission reductions achieved from existing and proposed regulations, along with changes in emissions related to population changes, industrial activity, vehicle use, and provides updated emission inventories.

**Existing Emission Sources.** The buildings located on the project site that were formerly used as part of the Saint Francis Medical Center complex are predominately vacant and are not presently a substantial source of air emissions. When the Saint Francis Medical Center was in operation, it is estimated that it generated an average of approximately 1,023 vehicle trips per day, which resulted in the generation of mobile air emissions. In addition to project-related mobile emissions, the Santa Barbara APCD issued two Permits to Operate to the Saint Francis Medical Center for stationary source emissions. One permit was for the operation of on-site boilers, and the other was for the operation of a medical waste sterilizing unit (URS, 2002).

**Diesel Exhaust Emissions.** Diesel engines emit a complex mixture of air pollutants, mainly composed of gases, vapors and fine particles. The visible emissions in diesel exhaust are known as particulate matter, and consist of carbon particles (soot) and other gases that become visible as they cool. Diesel exhaust particles carry many of the

harmful organic compounds and metals present in the exhaust. Some of the exhaust components, like arsenic, benzene and nickel, are known to cause cancer in humans. Exposures to airborne respirable diesel particulate matter can cause non-cancer health effects, including respiratory symptoms, changes in lung function, and cardiovascular disease. At least 40 other components of diesel fuel emissions are listed by the U.S. Environmental Protection Agency as hazardous air pollutants, and by the Californian Air Resources Board (CARB) as toxic air contaminants. In 1998, California identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer and other adverse health effects. Additional information regarding the composition of diesel exhaust and potential health-related effects are provided in Appendix E of this EIR.

The major sources of diesel particulate matter are diesel-fueled vehicles such as trucks and buses, construction equipment, portable equipment such as drilling rigs, trains and marine vessels, and power generation. It is estimated that diesel engines in California release over 28,000 tons of particulate matter each year (CARB, 2000). In the project area, traffic on U.S. 101 (approximately 284,000 average daily trips) is the primary source of diesel exhaust emissions.

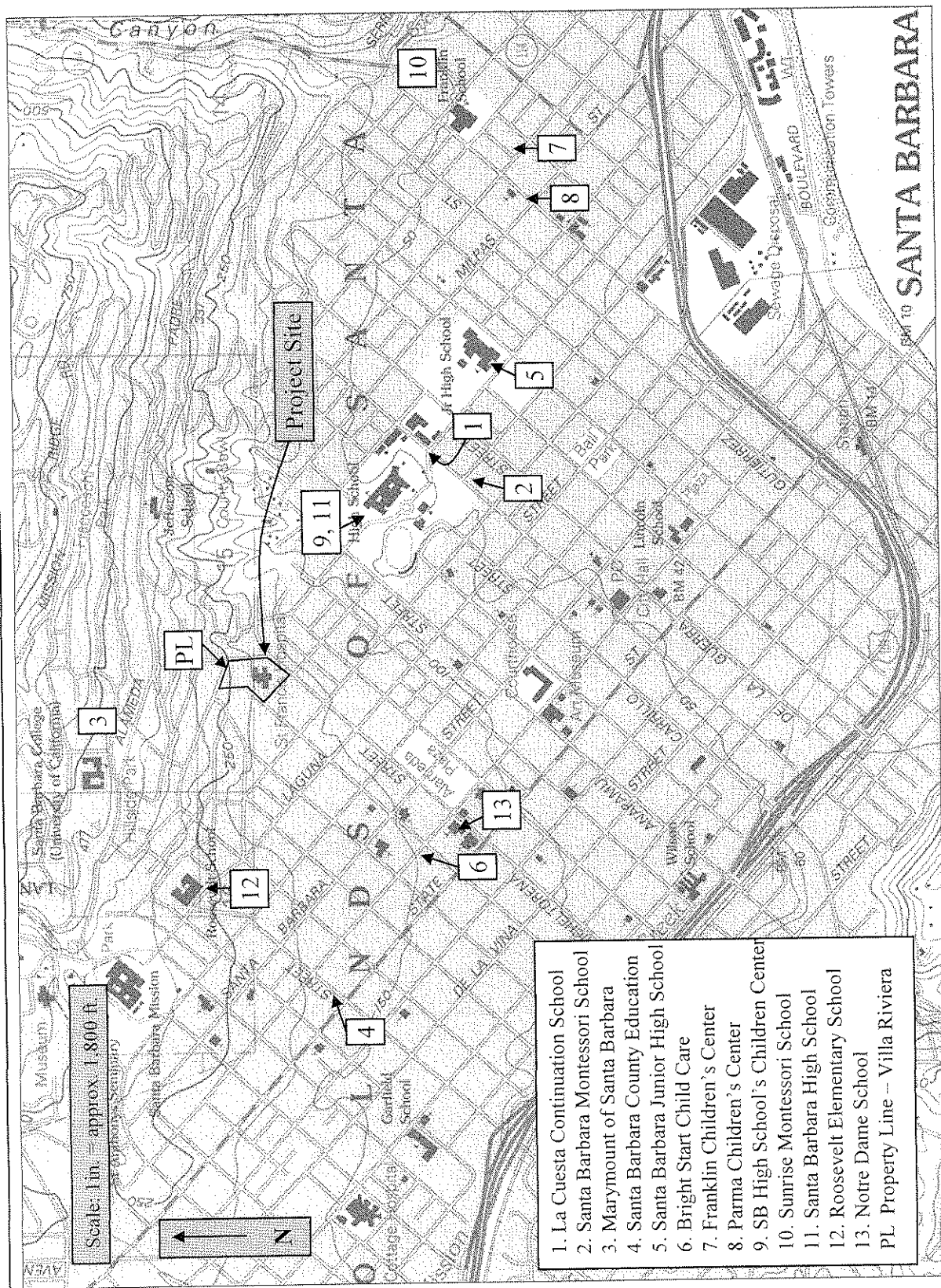
Diesel emission sources are regulated by the Santa Barbara APCD under Rule 303, Nuisance, and through implementation of the California ARB AB 2588 Air Toxic Hotspots Program. In September 2000, the California ARB approved a Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled engines in vehicles. The goal of the Plan is to reduce diesel particulate matter emissions and the associated health risk by 75 percent in 2010 and 85 percent by 2020 (California ARB, 2000).

**Sensitive Receptors.** Sensitive receptors are defined as children, elderly, or ill people who can be more adversely affected by air quality problems. Sensitive receptors located closest to the project site include the Villa Riviera elderly care facility, which is located on the project site, and medical offices located adjacent to the project site to the south. The locations of other sensitive receptors in the vicinity of the project site are provided below and depicted on Figure 5.1-1.

### **5.1.2 Significance Thresholds**

A project would result in a significant air quality impact if it were to:

- Exceed an APCD pollutant threshold, be inconsistent with APCD regulations, or exceed population forecasts in the adopted County Clean Air Plan.
- Expose sensitive receptors, such as children, the elderly, or sick people to substantial pollutant exposure.
- Result in a substantial unmitigated nuisance dust during earthwork or construction operations.
- Result in the creation of nuisance odors inconsistent with APCD regulations.



Source: TOPOI, 2001

**Figure 5.1-1**  
Sensitive Receptor Locations

Map Number (1)	Type	Name	Address
<u>Property Line</u>	<u>Elder Care</u>	<u>Villa Riviera</u>	<u>1621 Grand Avenue</u>
1	School	La Cuesta Continuation High	905 N. Nopal Street
2	School	Santa Barbara Montessori School	630 E. Canon Perdido St.
3	School	Marymount of Santa Barbara	2130 Mission Ridge Road
4	School	Santa Barbara Junior High School	721 E. Cota Street
5	School	Santa Barbara County Education	7 E. Mission St. #A
6	Child Care Center	Bright Start The Early Years	1617 Anacapa Street
7	Child Care Center	Franklin Children's Center	1020 E. Yanonali Street
8	Child Care Center	Parma Children's Center	915 E. Montecito Street
9	Child Care Center	Santa Barbara High School Children's Center	700 E. Anapamu Street
10	Child Care Center	Sunrise Montessori School	120 E. Yanonali Street
11	School	Santa Barbara High School	700 E. Anapamu Street
12	School	Roosevelt Elementary School	1990 Laguna Street
13	School	Notre Dame School	33 E. Micheltorena St.

(1) Refer to Figure 5.1-1

Source: WCE, 2004

**Long-Term (Operational) Impact Guidelines:** The City of Santa Barbara uses the Santa Barbara County APCD thresholds of significance for evaluating air quality impacts (*Scope and Content of Air Quality Sections in Environmental Documents, June/July, 2004/2005*). The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>) and 80 pounds per day for PM<sub>10</sub>.
- Emit less than 25 pounds per day of ROG or NO<sub>x</sub> from motor vehicle trips only.
- For CO, contribute less than 800 peak hour trips to an individual intersection.
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone); and not exceed the APCD health risks public notification thresholds adopted by the APCD Board.
- Not exceed the APCD ~~the APCD~~ health risk public notification thresholds adopted by the APCD Board. The current threshold to define a significant ~~cancer~~ public health risk is 10 ~~or more~~ excess cancer cases in a ~~population of one million~~ for cancer risk. For non-cancer risk, the significance level is set at a Hazard Index of more than one (1.0). ~~people. This threshold may also be stated as "10 in one million."~~
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

**Short-Term (Construction) Impact Guidelines.** Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM<sub>10</sub>). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

The ~~APDC~~-APCD has not established thresholds for short-term construction-related emissions because the total amount of construction emissions from all construction projects that occur within the air basin constitute a minor amount of the total pollution emissions. As a guideline, APCD Rule 202.F.3 identifies a substantial effect associated with projects having combined emissions from all construction equipment that exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period.

Since Santa Barbara County violates the state standard for PM<sub>10</sub>, policies of the 1979 Air Quality Attainment Plan require that all discretionary construction activities implement dust control measures, regardless of the significance of fugitive dust impacts. Dust control measures are also required to minimize the potential for dust-related nuisance impacts.

**Cumulative Impacts and Consistency with Clean Air Plan.** If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

### **5.1.3 Impact Evaluation**

#### **Short-Term Construction Emissions**

The use of mechanical equipment during the proposed project's 67-week construction period would result in emissions of criteria pollutants, diesel exhaust and dust. The analysis of development-related air quality impacts has been based on the following construction-related activities:

Structure Demolition. This phase of project development would result in the removal of on-site buildings, paved areas and other structures, and transporting the demolition material to an off-site location. The duration of demolition activities would vary in each of the proposed project development areas, ranging from approximately four weeks in Development Area 1 to approximately 14 weeks in Development Area 4. Overall, demolition activities would occur on the project site for a total of approximately 18 weeks.

**Grading.** This phase of project development would result in excavating, filling and compacting soil on the project site. Grading operations would result in approximately 20,300 cubic yards of cut, 16,100 cubic yards of fill, and the importation of approximately 7,000 cubic yards of “base course” fill material. The duration of grading activities would vary in each proposed development area, ranging from approximately four weeks in Development Area 2 and seven weeks in Development Areas 1 and 4. Overall, grading activities would occur for approximately 19 weeks on the project site.

**Building Construction.** This phase of project development would result in the development of the proposed residences, parking garages and surface parking areas, roads, hardscape and landscaping. Construction-related activities would occur throughout most of the proposed 67-week development schedule.

**Criteria Pollutants.** Short-term project-related air emissions of criteria pollutants resulting from proposed demolition, grading and construction operations necessary to develop the proposed project were estimated using the most recent version of the Urban Emissions (URBEMIS 2002, version 7.5.0) computer model. Emissions from the operation of construction equipment during each development phase (demolition, grading and construction), as well as emissions from on-road vehicles traveling to and from the site, were estimated based on equipment use and truck trip estimates provided in a report entitled *St. Francis Campus Work Force Housing Project*, (Rider Hunt Levett & Baily, 2004). Vehicle emissions resulting from worker commute trips were estimated for each project development phase, and construction phase emissions resulting from the application of architectural coatings (i.e., paint) and the installation of asphalt paving were also estimated.

The development-related air emission estimates provided by the URBEMIS model are representative of emission levels that would result from a peak equipment operation day, and assumes that all construction equipment located in a given project site development area would be used for at least a portion of a ten-hour work day. Depending on the construction phase and type of equipment, it was generally assumed that each piece of mechanical equipment on the project site would be operated between two and eight hours per day.

A summary of project-related construction equipment emissions that would result from demolition, grading and construction activities on each proposed project site development area is provided on Table 5.1-1. The complete results of the URBEMIS model runs for each project phase and development area is provided in Appendix F. As depicted on Table 5.1-1, the highest daily construction equipment emissions for most criteria pollutants would occur as a result of demolition activities in each of the four proposed project development areas. The highest demolition-related emissions would occur during the demolition of the Main Hospital Building, most of which is located in proposed Development Area 4. As required by APCD rule 202.F.3, construction-related



emissions are to be evaluated based on estimates of construction equipment emissions only. Emissions of ROG would be the highest during the building construction phase of the project due to emission resulting from the application of architectural coatings and from the installation of asphalt paving.

Throughout much of the proposed project's 67-week development period, demolition, grading and construction activities would occur concurrently on each of the four project site development areas (see Table 3.3-2). However, the potential for concurrent development-related activities on multiple project site development areas to result in air emissions that exceed the estimated peak emissions from a single development area is considered to be low. This is because on-site construction equipment would be shared between each of the four project site development areas and it would generally not be possible to have simultaneous peak construction equipment use on two or more project development areas.

**Table 5.1-1 Cottage Hospital Foundation Workforce Housing Project  
Estimated Peak Daily Construction Equipment Emissions (Unmitigated)**

Emission Source	Peak Daily Construction Equipment Emissions (pounds per day)						
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub> (total)	PM <sub>10</sub> (exhaust)	PM <sub>10</sub> (dust)
<b>Development Area 1</b>							
Demolition	11.91	97.99	86.20	0.13	11.71	4.33	7.38
Grading	8.21	61.11	62.29	0.06	2.55	2.53	0.02
Construction	4.51	29.90	37.93	0.01	1.19	1.17	0.02
<b>Maximum lbs/day</b>	<b>11.91</b>	<b>97.99</b>	<b>86.20</b>	<b>0.13</b>	<b>11.71</b>	<b>4.33</b>	<b>7.38</b>
<b>Development Area 2</b>							
Demolition	5.56	45.75	40.21	0.06	5.08	2.04	3.04
Grading	4.50	30.32	36.54	0.05	1.11	1.09	0.02
Construction	3.56	23.70	28.67	0.00	0.96	0.95	0.01
<b>Maximum lbs/day</b>	<b>5.56</b>	<b>45.75</b>	<b>40.21</b>	<b>0.06</b>	<b>5.08</b>	<b>2.04</b>	<b>3.04</b>
<b>Development Area 3</b>							
Demolition	10.89	90.85	78.08	0.16	12.88	3.97	8.91
Grading	3.90	25.07	32.30	0.04	0.90	0.88	0.02
Construction	3.64	23.72	29.82	0.00	0.94	0.93	0.01
<b>Maximum lbs/day</b>	<b>10.89</b>	<b>90.85</b>	<b>78.08</b>	<b>0.16</b>	<b>12.88</b>	<b>3.97</b>	<b>8.91</b>
<b>Development Area 4</b>							
Demolition	13.74	111.96	100.97	0.19	15.27	4.85	10.42
Grading	7.05	46.46	57.32	0.06	1.71	1.69	0.02
Construction	4.92	31.67	41.556	0.00	1.26	1.24	0.02
<b>Maximum lbs/day</b>	<b>13.74</b>	<b>111.96</b>	<b>100.97</b>	<b>0.19</b>	<b>15.27</b>	<b>4.85</b>	<b>10.42</b>
<b>Peak Daily Emissions (All Development Areas)</b>	<b>13.74</b>	<b>111.96</b>	<b>100.97</b>	<b>0.19</b>	<b>15.27</b>	<b>4.85</b>	<b>10.42</b>

Source: URBEMIS 2002

As described in section 5.1.2, no impact thresholds have been established for the significance of daily construction-related emissions. As a general guideline, however, a construction project may be considered to have a significant air quality impact if combined emissions from all construction equipment exceed 25 tons of any pollutant (except CO) within a 12-month period. As indicated on Table 5.1-2, the ~~combined total unmitigated construction equipment-related emissions of ROG would be approximately 2.69 tons/year, and total unmitigated and NO<sub>x</sub> equipment emissions from all proposed project development areas over the 67-week construction period would be approximately 24.8519.67 tons/year, which approaches but does not exceed the 25 tons per year threshold. If the amount of construction-related PM<sub>10</sub> (1.48 tons/year) is added to the total construction emissions total, however, construction activities for the proposed project would exceed the 25 tons per year guideline.~~ These estimated emissions do not exceed the 25 tons per year threshold. If the amount of construction-related PM<sub>10</sub> (1.48 tons/year) is added to the total construction emissions total, however, construction activities for the proposed project would exceed the 25 tons per year guideline.

The implementation of standard construction equipment operation mitigation measures recommended by the APCD, including the use of diesel catalytic converters and diesel particulate filters on off-road construction equipment (see proposed mitigation measure AQ-2g) would reduce construction equipment-related emissions. As depicted on Table 5.1-2, proposed mitigation measures would reduce the ~~combined total ROG emissions to approximately 2.52 tons per year, and emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> to approximately 21.7215.76 tons per year. The recommended mitigation measures, however, are not required to reduce project-related construction equipment emissions impacts to air quality to a less than significant level. Therefore, construction equipment-related emissions of criteria pollutants are can feasibly be reduced to a less than significant impact level (Class III).~~ Therefore, construction equipment-related emissions of criteria pollutants are can feasibly be reduced to a less than significant impact level (Class III).

**Table 5.1-2  
Cottage Hospital Foundation Workforce Housing Project  
Estimated Construction Equipment Emissions – Tons Per Year**

Emission Source	Unmitigated Construction <u>Equipment</u> Emissions (tons per year)						
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub> (total)	PM <sub>10</sub> (exhaust)	PM <sub>10</sub> (dust)
Development Area 1	0.59	4.15	4.68	0.0	0.23	0.14	0.09
Development Area 2	0.35	2.48	2.73	0.0	0.16	0.10	0.06
Development Area 3	0.57	4.15	4.43	0.0	0.37	0.16	0.21
Development Area 4	1.18	8.89	9.65	0.0	0.72	0.32	0.40
<b>Total</b>	<b>2.69</b>	<b>19.67</b>	<b>21.49</b>	<b>0.0</b>	<b>1.48</b>	<b>0.72</b>	<b>0.76</b>
<b>Mitigated Construction Emissions (tons per year)</b>							
Development Area 1	0.59	3.47	4.68	0.0	0.14	0.05	0.09
Development Area 2	0.18	1.65	1.39	0.0	0.07	0.01	0.06
Development Area 3	0.57	3.34	4.43	0.0	0.24	0.03	0.21
Development Area 4 (1)	1.18	7.30	9.65	0.0	0.50	0.10	0.40
<b>Total</b>	<b>2.52</b>	<b>15.76</b>	<b>20.15</b>	<b>0.0</b>	<b>0.95</b>	<b>0.19</b>	<b>0.76</b>

- (1) The duration of construction activities in Development Area 4 is approximately 15 months. Emissions from the entire 15 month period are reported.

Source: URBEMIS 2002

**Nuisance Dust.** The construction of the Workforce Housing project would involve activities with the potential to result in the generation of a substantial amount of fugitive dust (e.g., dust leaving the project site). The following project-related activities have the potential to result in dust emissions.

On-Site Building Demolition. It is estimated that the demolition of the existing buildings and structures on the project site would result in the generation of approximately 26,000 cubic yards of demolition material. Dust would be generated as each structure is demolished, and demolition material is moved to temporary stockpiles. The removal of buildings and parking lots that cover the project site would also expose soil to wind erosion.

Demolition Material Loading. Demolition material would be loaded into large, uncovered trailers for transport off of the project site. Loading demolition material into the trailers could result in the production of a substantial amount of dust.

Grading. The proposed project would require approximately 20,300 cubic yards of cut and approximately 16,100 cubic yards of fill. Earthmoving activities and temporary stockpiles have the potential to result in the generation of dust. The removal of on-site vegetation would also expose soil to wind erosion.

Truck Traffic. Trucks leaving the project site have the potential to track a substantial amount of dirt onto streets adjacent to the project site. This dirt may become a dust source when vehicles run over it and suspend it into the air, or it becomes wind-blown.

Project-related development operations have the potential to result in the generation of a substantial amount of fugitive dust, and dust-producing construction activities would occur throughout the project site for an extended period of time. The Villa Riviera and residences adjacent to the project site are sensitive receptors that would be most susceptible to significant dust-related impacts. Due to the presence of the Main Hospital Building adjacent to the eastern property line of the project site, residences along California and Micheltorena Streets would be particularly susceptible to fugitive dust impacts. Therefore, the proposed project has the potential to generate a substantial amount of fugitive dust and result in potentially significant dust-related nuisance impacts. Potentially significant fugitive dust impacts can be reduced to a less than significant level through the implementation of mitigation measures provided in section 5.1.4 of this EIR. **Therefore, short-term fugitive dust impacts of the proposed project are considered to be a potentially significant but mitigable impact (Class II).**

## **Development-Related Diesel Emission Health Risk Assessment**

In their EIR Notice of Preparation response letter dated July 28, 2004, the Santa Barbara APCD indicated that development-related diesel emissions from the Workforce Housing project may have the potential to result in health impacts to sensitive receptors. Subsequent conversations with APCD staff indicated that the project EIR should conduct an analysis of potential diesel emission-related health risks, and that the health risk assessment should be conducted using the California ARB Hot Spots Analysis and Reporting (HARP) model.

To estimate diesel emissions from proposed demolition, grading and construction activities on each of the four project site development areas, the URBEMIS computer model was used. Diesel emissions were estimated for the operation of non-road (i.e., on-site construction equipment) and on-road vehicles used to haul material to and from the project site. The diesel emission exposure duration resulting from project-related development activities was assumed to be 67-weeks, or approximately 1.4 years, as indicated by the project's proposed construction schedule. Additional information regarding diesel emission estimates provided by the URBEMIS model is in Appendix E of this EIR.

The Draft EIR evaluated the potential for increased cancer risk due to exposure to project-generated diesel particulate matter was calculated using the HARP model. Potential cancer risks were evaluated for a receptor located at the project site property line, and for 13 sensitive receptors (e.g., schools, hospitals, daycare facilities, etc) located in the vicinity of the project site and along roadways that could be used by diesel-fueled vehicles traveling to and from the project site (see EIR section 5.1.1). ~~The property boundary receptor location was along the northern project site property line adjacent to the Villa Riviera facility, and the cancer risk due to diesel particulate matter exposure was calculated to be 4.90 in one million. The cancer risk from project-related diesel particulate matter exposure at the sensitive receptors located closest to the project site, and at other sensitive receptors located in the project area were determined to be less than significant. in the project site vicinity ranged between 0.03 and 0.25 in one million~~

~~Therefore, the potential cancer risk associated with development activities at the proposed project site would be substantially below the significance threshold of 10 in one million that has been adopted by the Santa Barbara County APCD.~~

After their review of the Draft EIR, the APCD indicated that they did not agree with the methodology used by the EIR to estimate cancer risks, and that the evaluation of potential public health risks should also include chronic and acute health impacts associated with diesel particulate matter exposure. Acute health risk generally refers to one or more exposures over a time period of less than 24 hours. Chronic health risk generally refers to exposures greater than six months for non-cancer health effects. Additional information regarding the APCD's review of the Draft EIR Health Risk

Analysis is provided in their comment letter (Final EIR Volume III, Comment Letter No. 2) and a subsequent letter dated March 24, 2006 (Final EIR Volume III, Appendix H).

After further review of this matter, however, the APCD agreed that although it cannot be concluded that the proposed project does not have the potential to result in cancer-related health effects, it is not appropriate to provide an evaluation of the proposed project's potential cancer and acute health risk impacts resulting from exposure to diesel particulate matter because there is not an appropriate method to assess impacts from short-term exposures to this pollutant. This conclusion was based on a determination that "the HARP model creates some uncertainty in the cancer risk from short-term exposure to diesel exhaust, and the existing emission factors used for acute non-cancer risk analysis are also uncertain" (SBAPCD, July 14, 2006). The "uncertainty" in the HARP model generally occurs because potential cancer risk estimates for the various substances found in diesel exhaust are based on relatively long-term exposures (at least nine years) rather than the short-term exposures that would result from the proposed project (Lambert, 2006). Additional information regarding the conclusion that it is not appropriate to include an analysis of potential project-related cancer and acute health effects in the project EIR is provided in Appendix H and I of Volume III (Responses to Comments) of the Final EIR.

It was also concluded that the most appropriate potential short-term health risk impact to be evaluated by the project EIR is potential chronic respiratory effects resulting from short-term project-related diesel exhaust exposures. The evaluation of potential chronic respiratory impacts is the appropriate health risk of concern because there is some evidence that chronic exposure to diesel particulate matter impairs lung function. In animal studies, it has been observed that exposure to diesel exhaust induced inflammatory airway changes and various lung function changes.

The major health issue for the closest residents during demolition and construction activities is likely to be upper respiratory tract irritation resulting from the inhalation of fine diesel particulates, and possible exacerbation of existing lung and respiratory diseases such as chronic obstructive pulmonary disease, asthma, and emphysema. In the larger community, concern would focus on children and adults with asthma as well as older residents with respiratory disease who may live nearby. All of these health concerns are best addressed by use of the USEPA and OEHHA diesel chronic health risk standards, protecting the most sensitive members of the community with these types of respiratory ailments.

Based on this understanding, the health risk assessment for the proposed project was revised to consider potential chronic health impacts. The evaluation concluded that at a sensitive receptor located on the project site boundary (the Villa Riviera), the estimated Hazard Index for chronic health impacts would be 0.04, which is substantially lower than the significance threshold of 1.0. The health risk analysis report prepared for the proposed project to evaluate potential chronic health impacts is provided in Appendix J of Volume III (Responses to Comments) of the Final EIR. Therefore, As a result,

**potential ~~air quality~~ chronic health impacts associated with project short-term-construction-related diesel exhaust emissions would not be significant (Class III).**

A summary of the analysis of construction-related diesel particulate emissions is provided below:

- Airborne particulate matter produced by petroleum diesel fuel combustion is a toxic air contaminant, exposure to which has the potential to produce short-term chronic, acute non-cancer, and cancer health impacts to humans.
- Currently available analytical tools and regulatory standards and guidelines do no provide the necessary precision to characterize accurately potential cancer risk from exposure to diesel particulates emitted during the 16-month duration of this project's construction period. Also, uncertainty in the emission factors for acrolein prevents characterizing the acute non-cancer risk created by that pollutant. Therefore, the significance level of the risk for acute and long-term cancer impacts associated with diesel combustion emissions from project construction cannot be determined or quantified at this time.
- Currently available analytical tools allow us to estimate the potential for chronic impacts (e.g., respiratory tract irritation or exacerbation of existing lung and respiratory diseases). The analysis for chronic health impacts associated with this project's short-term construction-related diesel combustion emissions concludes that the risk for chronic health impacts would be insignificant (Class II impact).

### **Long-Term Project Operation Impacts**

Emissions from vehicle trips generated by the Workforce Housing project were estimated using the URBEMIS 2002 air quality model and project-generated average daily vehicle trip estimates (see EIR section 5.5, Transportation and Circulation). Emissions from project-related non-mobile sources, such as natural gas usage, landscape maintenance and consumer products were also estimated using the URBEMIS 2002 model. A summary of long-term project-related emissions that would result from the occupancy of the proposed housing project is provided on Table 5.1-3. The complete results of the URBEMIS model runs for project-related occupancy emissions is provided in Appendix F.

**Table 5.1-3**  
**Cottage Hospital Foundation Workforce Housing Project**  
**Long-Term Air Emission Estimates**  
(Summer, pounds per day, unmitigated)

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>
<b>Vehicle Emissions</b>	<b>14.56</b>	<b>21.71</b>	<b>177.72</b>	<b>18.82</b>
<i>Mobile Emissions Threshold</i>	25	25	<i>No Threshold</i>	<i>No Threshold</i>
Non-Mobile Sources (Consumer Products, Landscaping, Natural Gas)	5.76	0.87	0.85	0.0
<b>Total Emissions</b>	<b>20.32</b>	<b>22.58</b>	<b>178.57</b>	<b>18.82</b>
<i>Total Operation Emissions Threshold</i>	240	240	<i>No Threshold</i>	80

Source: URBEMIS 2002.

The vehicle-related emissions resulting from the proposed project would not exceed the Santa Barbara County APCD significance threshold of 25 pounds per day for mobile emissions. Combined mobile and non-mobile emissions generated by the project would not exceed the APCD thresholds of 240 pounds per day for total ozone precursor emissions, or 80 pounds per day for PM<sub>10</sub> emissions. **Therefore, the long-term vehicle trip and operational emissions from the proposed housing project would not result in air emissions that exceed an adopted air quality threshold, and would not result in a significant air quality impact (Class III).**

It is estimated that the Workforce Housing project would generate approximately 1,101 average daily vehicle trips, which would be similar to the estimated number of average daily vehicle trips (1,023) that were generated by the former operation of the of the Saint Francis Medical Center. Therefore, the proposed project would not result in a substantial increase in vehicle-related air emissions when compared to the emissions that previously occurred as a result of hospital operations. Additionally, 81 of the proposed housing units would be reserved as affordable units for employees of Santa Barbara at Cottage Health Systems. Due to the proximity of the proposed housing units to Cottage Hospital, and the proposal to provide a shuttle bus between the housing project site and Cottage Hospital facilities, it is expected that the project would result in an overall reduction in employee-related vehicle miles traveled, with a corresponding reduction in vehicle emissions when compared to existing conditions.

Unhealthful concentrations of CO have the potential to occur at severely congested intersections, typically intersections that operate at level of service D or below. As indicated by the traffic impact analysis provided in Section 5.5 of this EIR, the project's traffic contribution to intersections in the project region is relatively minor. **Therefore, the Workforce Housing project would not result in or contribute to a significant CO concentration impact (Class III).**

#### 5.1.4 Cumulative Impacts

**Air Emissions.** Based on City of Santa Barbara and Santa Barbara County APCD significance guidelines (*Scope and Content of Air Quality Sections in Environmental Documents, June, 2004*), if a project-specific impact from mobile sources is significant (i.e., emissions from traffic sources of either of the ozone precursors ROC or NO<sub>x</sub> exceed the long-term threshold of 25 pounds per day), then the project's contribution to cumulative air quality impact is also considered significant. The vehicle and operation emissions from the Workforce Housing project would not exceed the 25 pounds per day threshold, and the combined non-mobile and mobile emissions of ozone precursors would not exceed the operational threshold of 240 pounds per day. **Therefore, the project's emissions of ozone precursors would not be a significant contribution to cumulative air quality impacts (Class III).**

Project-related long-term emissions of PM<sub>10</sub> would not exceed the Santa Barbara and Santa Barbara County APCD threshold of 80 pounds per day. **Therefore, long-term PM<sub>10</sub> emissions resulting from the proposed housing project would not be a significant cumulative impact (Class III).**

**Clean Air Plan Consistency.** The APCD's significance threshold guidelines also indicate that "when a project's emissions exceed the thresholds and are clearly not accounted for in the most recent Clean Air Plan growth projections, then the project is considered to have significant cumulative impacts which must be mitigated to a level of insignificance."

The ~~1999-1998~~ 1999-2004 Clean Air Plan (revised in November ~~2000~~2004) forecasts an additional 60,000 housing units in Santa Barbara County by 2030. This equates to the development of approximately 2,000 housing units per year. With approximately 50% of the County's population in the South Coast area, it is reasonable to expect that approximately 1,000 units per year would be allocated to the South Coast. The 115 units proposed by the Workforce Housing project would account for approximately 10% of the Clean Air Plan housing allocation, and is therefore considered to be within the population growth forecast of the ~~1999-2004~~ 1999-2004 Clean Air Plan ~~as updated~~. As a result, the proposed project would be consistent with the Clean Air Plan in terms of population and housing forecasts.

The Clean Air Plan includes policies to encourage residential development in a manner that minimizes air quality emissions associated with automobile travel. Section 9.2 of the Clean Air Plan encourages "smart-growth" and promotes a balance of jobs and housing in the community; strengthening existing communities by directing development towards infill locations; and creating walkable communities with a variety of housing types.



The Workforce Housing project would provide housing for existing employees of Santa Barbara at Cottage Health Systems, and would be located approximately one mile northeast of Cottage Hospital. Providing nearby employee housing would reduce vehicle miles traveled and associated emissions caused by long-distance commuting. The proposed housing project would be located within an existing urban neighborhood and would be infill development. The project design would also foster the development of a walkable neighborhood by providing new or improved sidewalks and pedestrian connections through the project site.

Clean Air Plan policies indicate that local jurisdictions should strive to achieve higher densities in urban core areas in support of the regional transit system. This may be accomplished in low to medium density residential areas by adjusting existing standards to encourage developments of more than 9-12 dwellings per gross acre within ¼ mile of transit stops on major collectors and arterials. The proposed project density would be approximately 19 units per gross acre, and the project site is within ¼ mile of an existing transit stop on Garden Street, and a major collector street feeding into the downtown area. Additionally, recommended mitigation measure TRF-6 would result in the installation of a new bus stop adjacent to the project site, if it is determined to be warranted.

The Workforce Housing project would be consistent with the 2004 Clean Air Plan because the number of units provided would be consistent with existing zoning requirements and the General Plan land use designations of the project site, the project would be consistent with current population projections, and the project would be consistent with the “smart growth” policies of the Plan. Therefore, no additional mitigation measures are required to minimize the proposed project’s cumulative air quality impacts.

#### **5.1.4 Mitigation Measures and Residual Impacts**

##### **Impacts That Can Be Reduced To a Less Than Significant Level**

**AQ-1. Dust emissions resulting from development-related activities at the Cottage Hospital Foundation Workforce Housing project site have the potential to result in significant fugitive dust and nuisance impacts. Implementation of the mitigation measures would reduce fugitive dust emissions and related nuisance impacts to a less than significant level. (Class II).**

The mitigation measures provided below have been proposed by the Initial Study prepared for the Workforce Housing project and this EIR.

**AQ-1a. Site Watering.** Areas of the project site subject to clearing, grading, earth moving or excavation shall be kept sufficiently moist, through the use of either water trucks or sprinkler systems, to prevent dust from leaving the site. Water trucks or sprinkler systems shall also be used to keep on-site roads (paved and unpaved) damp enough to prevent dust

from the leaving the project site. At a minimum, this shall include wetting down disturbed areas in the late morning and after work is completed for the day. At the end of the day, areas with disturbed soil shall be sufficiently moistened to create a crust. Increased watering frequency shall be required whenever necessary to prevent visible dust emissions from leaving the project site. Disturbed areas must also be kept moist during weekends and days when no construction activities are occurring.

**AQ-1b. Reclaimed Water Use.** Reclaimed water shall be used for dust control if the Public Works Director determines that it is reasonably available.

**AQ-1c. Stockpiled Material.** Stockpiles of soil and demolition material shall be located as far from the perimeter of the projects site as possible. Stockpiles shall be kept covered, moist, or treated with soil binders to prevent dust emissions from leaving the project site.

**AQ-1d. On-Site Vehicle Speed Control.** On-site vehicle speeds shall be limited to 15 miles per hour or less.

**AQ-1e. Dust Emissions From Loading.** Stockpiled soil and demolition material shall be sprayed with water prior to and during loading into transport vehicles or containers. The amount of water applied shall be sufficient to prevent visible dust emissions from leaving the project site.

**AQ-1f. Covered Truck Loads.** Trucks transporting soil, demolition material or other material capable of resulting in fugitive dust emissions shall be tarped or covered while traveling to or from the project site.

**AQ-1g. Gravel Pads.** Gravel pads or similar devices shall be installed at all vehicle access points to minimize tracking of dirt or mud onto public roads.

**AQ-1h. Street Sweeping.** Arrellaga, Micheltorena, Salsipuedes and California Streets shall be inspected daily throughout the 67-week project development period to determine if there are project-related accumulations of mud, dirt or silt on the roads. Affected road segments shall be cleaned of such mud, dirt or silt by the use of a street sweeper or watering truck.

**AQ-1i. Wind Erosion Control.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion of soil. This may be accomplished by:

1. Seeding and watering until grass cover is grown;
2. Spreading soil binders;

3. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
4. Other methods approved in advance by the Air Pollution Control District.

**AQ-1j. Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible to minimize areas exposed to wind erosion. Additionally, building pads shall be installed as soon as possible after grading unless seeding or soil binders are used.

**AQ-1k. Construction Site Monitor.** Construction contractors shall designate a monitor for the dust control program. The monitor's work schedule shall include holiday and weekend periods when work at the project site may not be in progress. The name and telephone number of such persons shall be provided to the Santa Barbara County APCD prior to the issuance of a grading permit.

**AQ-1l. Construction Dust Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register dust-related complaints at the project site. The phone line shall be answered between the hours of 8 a.m. and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The phone number of the Santa Barbara APCD shall also be posted. The contractor shall be responsible for implementing feasible dust control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints.

**AQ-1m. Requirements Provided on Plans.** All required dust control measures shall be shown on project grading and building plans.

#### Less than Significant Impacts

AQ-2 The following mitigation measures are primarily based on standard measures identified by the Santa Barbara County APCD and would reduce the less than significant short-term construction equipment emissions resulting from the development of the proposed project to the extent feasible (Class III).

- AQ-2a. Diesel Engines.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated “clean” diesel engines) shall be utilized ~~wherever feasible~~.
- AQ-2b. Engine Size.** The engine size of construction equipment shall be the minimum practical size.
- AQ-2c. Equipment Use Management.** The number of pieces of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- AQ-2d. Equipment Maintenance.** Construction equipment shall be properly maintained per the manufacturer’s specifications.
- AQ-2e. Engine Timing.** Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
- AQ-2f. Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment.
- AQ-2g. Diesel Emission Reduction.** Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the EPA or California shall be installed, if available.
- AQ-2h. Diesel Equipment Replacement.** Diesel powered equipment shall be replaced by electric equipment whenever feasible.
- AQ-2i. Minimize Employee Trips.** Construction worker trips shall be minimized by requiring carpooling and by providing for lunch opportunities on-site.
- AQ-2j. Low VOC Coatings.** Low volatile organic compound (VOC) architectural coatings shall be used whenever feasible.
- AQ-2k. Low Sulfur Fuel.** All diesel-powered equipment shall use ultra-low sulfur diesel fuel.
- AQ-2l. Bio-Diesel Fuels.** If feasible, diesel-powered construction equipment used on the project site shall be fueled using bio-diesel fuels.

## **5.2 HAZARDOUS MATERIALS IMPACTS AND MITIGATION MEASURES**

The Initial Study prepared for the Cottage Hospital Foundation Workforce Housing project identified a potentially significant impact to project site workers and adjacent properties that could result from the release of hazardous materials during the building demolition phase of the project. Hazardous substances identified as having the potential to be located on the project site include asbestos, lead-based paints, mercury from light fixtures, and polychlorinated biphenyls (PCBs) in an electrical transformer.

The Initial Study determined that potential hazardous material exposure impacts would be reduced to a less than significant level by identifying the type and location of the hazardous materials that may be present, and through compliance with applicable hazardous material management regulations. The purpose of this section is to provide information regarding the hazardous materials that may be located on the project site, to provide additional information regarding hazardous material management requirements, and if necessary, provide mitigation measures to ensure that applicable regulations are implemented prior to the demolition of on-site structures.

The Initial Study also identified a potentially significant hazardous material impact resulting from the presence of soil on the project site that is contaminated with diesel fuel. The contamination is located in several small areas located along California Street adjacent to the Main Hospital Building, and area north of the Maintenance/Engineering Building, and an area adjacent to the generator building. The soil contamination occurred as a result of the use of several existing or former underground fuel storage tanks (see Figure 3.3-4). A work plan for tank removal and soil remediation activities was approved by the Santa Barbara County Fire Department - Protection Services Division on June 11, 2004. Implementation of the approved remediation plan, along with mitigation measures identified by the Initial Study prepared for the proposed project, would reduce potential environmental hazards associated with the existing soil contamination to a less than significant level. No further evaluation of soil contamination impacts in this EIR is required.

### **5.2.1 Setting**

#### **Asbestos**

Asbestos refers to a family of fibrous minerals found all over the world and in serpentine rock that occurs in California. When asbestos fibers break off and become airborne and inhaled, they can result in health hazards such as certain types of lung cancer. Long term occupational exposures to asbestos fibers can cause the lung disease asbestosis. Asbestos fibers are lightweight and heat resistant, and have been used in numerous commercial and industrial applications. Asbestos fibers were regularly used in building materials such as spray-on acoustical ceilings, acoustic tiles, plasters, linoleum backing, wallboard and pipe insulation until 1978.

The California Department of Toxic Substance Control (DTSC) classifies asbestos-containing material as a hazardous waste if it is “friable” and contains one percent or more asbestos. A friable waste is one that can be reduced to a powder or dust under hand pressure when the material is dry. Non-friable asbestos-containing material is typically bound with cement, asphalt, or some other type of binder. Non-friable asbestos containing materials are not classified as hazardous waste. Non-friable asbestos containing waste may be disposed of at the Tajiguas Landfill in Santa Barbara County after making required arrangements with the landfill. Material containing friable asbestos must be disposed at facilities that are permitted to accept the waste.

The DTSC has adopted regulations pertaining to the removal, handling, transportation and disposal of materials containing friable asbestos. Several other state and federal regulatory agencies and programs also pertain to the management of asbestos containing materials, including:

- The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) regulates asbestos worker health and safety.
- The California Contractors State License Board requires that asbestos removal and abatement contractors be certified by the Board.
- Asbestos wastes must be handled and disposed of in accordance with the requirements of the federal Toxic Substances Control Act and the Clean Air Act National Emissions Standards for Hazardous Air Pollutants (NESHAPs).
- The transportation of specified quantities of hazardous wastes is regulated by the U.S. Department of Transportation.

At the local level, the Santa Barbara Air Pollution Control District (APCD) requires that an “Asbestos Demolition and Renovation compliance Checklist” be completed and submitted at least ten days before the start of demolition activities. This checklist requires a determination whether the building(s) to be demolished contain asbestos material, and if so, how much material would be removed. The demolition project is required to comply with emission control measures specified by NESHAPs and is subject to inspection by the APCD to ensure that required asbestos fiber emission controls are provided.

## **Lead**

Lead is a heavy metal that is typically associated with smelting and other industrial processes. Lead may be found in paint that was used until about 1978. When lead-based paint deteriorates, it releases paint chips and lead dust that can be found inside or around the exterior of the structure. Accumulations of lead paint and dust are most frequently found near friction or impact surfaces such door frames, stairs, windows and floors. Lead-based paint is usually not a hazard if the paint is in good condition and not on an impact or friction surface.

Exposure to lead-based paint generally occurs through ingestion of paint chips, but may also occur through the inhalation of paint dust. Exposure to lead can impair the nervous system, affect hearing, vision and muscle control and is toxic to kidneys, blood and the heart. Lead exposure to children can cause irreversible learning deficiencies, mental retardation, and delayed neurological and physical development.

In 2001, the U.S. Environmental Protection Agency adopted residential lead hazard standards that are intended to protect children and the public from lead hazards. Lead is considered a hazard if concentrations exceeding the following standards are detected:

- 40 micrograms of lead in dust per square foot on floors.
- 250 micrograms of lead in dust per square foot on interior window sills.
- 400 parts per million of lead in bare soil in children's play areas.
- 1,200 parts per million average concentration in bare soil in the remainder of yard areas.

Lead hazard abatement regulations have also been adopted by the California Department of Health Services (SB 460). This legislation went into effect in 2003 and created mechanisms for local enforcement agencies to investigate, inspect and order lead hazards to be abated or corrected. Building materials that contain lead-based paint may be disposed of at municipal solid waste landfill, however, the DTSC is considering regulations that may change the ability to manage materials covered with lead-based paint as municipal solid waste (Miller, 2004).

## **Mercury**

Mercury is a naturally occurring element that is present throughout the environment. In the U.S., coal-fired power plants are the biggest source of mercury emissions to the air. Mercury has been used in a variety of commercial and consumer products, including thermostats, fluorescent and high intensity discharge lamps, mercury switches and relays, batteries, toys and novelty items. Until recently, hospitals used a number of instruments that contained mercury, such as thermometers, sphygmomanometers (blood pressure measuring devices), weighted tubes such as esophageal dilators, and barometers used for respiratory therapy. The California Mercury Reduction Act of 2001 prohibits the use of mercury in a variety of consumer products and many of the mercury-containing devices traditionally found in hospitals have been replaced by alternatives that do not contain mercury.

Elemental mercury slowly vaporizes at room temperature. Mercury concentrations in air are usually low but can cause serious health consequences, particularly to children. When mercury enters water, either through direct deposition or runoff, it is converted to highly toxic methylmercury by microorganisms and can work its way up the foodchain. People are primarily exposed to mercury by eating large fish that are high in the foodchain. Methylmercury exposure can result in birth defects, and

cardiovascular effects in adults such as elevated blood pressure and increased incidents of heart attack.

Many of the mercury-containing materials that may be found in the Saint Francis Hospital buildings now must be managed under the “Universal Waste Rule” that was implemented in 2000 and is enforced by the DTSC. Universal wastes are common hazardous waste products that pose a lower risk to people and the environment than other designated hazardous wastes. Under these regulations, most of the mercury-containing devices that may remain in the hospital buildings must be disposed of by sending them to an authorized recycling facility or to a universal waste consolidator for shipment to a recycling facility.

### **Polychlorinated Biphenyls**

PCBs are man-made chemicals commonly used in the past as coolants and lubricants. Prior to 1978, PCBs were often used in manufacture of transformers and capacitors. They are also associated with waste oil, caulking compounds, hydraulic systems and fluorescent light ballasts. PCBs production in the United States was banned in 1978. The most common health effect resulting from exposure to high levels of PCBs for short periods of time are skin conditions such as acne and rashes. Prolonged exposure to PCBs may cause cancer.

The use, storage and disposal of PCBs is regulated by the U.S. EPA under the requirements of the Toxic Substances Control Act. PCB wastes are also regulated as a hazardous waste by the California DTSC.

### **5.2.2 Impact Significance Thresholds**

Appendix G of the *CEQA Guidelines* indicates that a project would have the potential to result in a significant environmental impact if it would involve “the creation of any health hazard or potential health hazards.” Hazard impact evaluation guidelines used by the City of Santa Barbara indicate that a project may result in a significant impact if it would result in:

- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.



### **5.2.3 Impact Evaluation**

#### **Asbestos**

A preliminary survey of the main hospital building and convent building identified a variety of building products that have the potential to be asbestos containing materials, including acoustic ceiling, plaster, wallboards, ceiling tiles, vinyl flooring and mastic, tank and pipe insulation and roofing material. The residences located in the northern portion of the project site, and the engineering/maintenance building were not surveyed, but due to the age of those structures, it is likely that asbestos containing materials are present. The demolition of on-site structures prior to the removal of asbestos containing waste would have the potential to release asbestos fibers into the environment, resulting in a potentially significant health hazard.

Santa Barbara APCD regulations require that prior to obtaining a demolition permit, the building(s) to be demolished must be surveyed to identify the presence of regulated asbestos containing material (any material containing greater than one percent asbestos and is friable). If regulated asbestos containing material is identified, that material must be removed by a licensed asbestos contractor in accordance with applicable APCD, state and federal regulations before the building is demolished. Compliance with these regulations would reduce the potential for the uncontrolled release of asbestos fibers to the environment to a less than significant level. Asbestos containing waste that is removed from the project site buildings must be placed in a package or container that prevents spilling or breaking during transport, and that is appropriately labeled as containing asbestos material. If more than 50 pounds of asbestos containing waste is to be transported from the project site, it must be hauled to a permitted treatment, storage or disposal site by a registered waste hauler. The removal of asbestos containing materials prior to building demolition as required by federal, state and local regulations would be adequate to reduce potential asbestos-related hazards to the environment, public and workers to a less than significant level. **Therefore, potential asbestos-related impacts are a potentially significant but mitigable impact (Class II).**

#### **Lead**

The main hospital building was initially constructed in 1926 and subsequent additions were made in 1952, 1973, 1983, 1984 and 1995 (URS, 2004). The engineering/maintenance building appears to have been developed in 1973, and the residences located on the northern portion of the project site were developed in 1947 and 1956 (Bookspan, 2004). Due to the age of these buildings, it is possible that lead-based paints have been used in the structures.

The demolition of buildings containing lead-based paints has the potential to generate lead dust, which can result in a significant health hazard if inhaled. The presence of deteriorated lead-based paint in buildings also has the potential to have

caused the accumulation of lead in the soil around the building. Areas under windows, doors, porches, fences and stairs are locations most likely to have elevated lead concentrations due to the presence of deteriorated lead-based paint. Elevated concentrations of lead in soil could have the potential to result in health hazards to people, especially children, that subsequently occupy the project site.

The presence of lead-based paint in a building can be detected by obtaining paint samples for laboratory analysis, or from x-ray fluorescence data obtained from painted surfaces. If the presence of lead-based paints is detected, potential lead-related hazards that may result from the demolition of the building(s) can be reduced to a less than significant level by having a licensed contractor remove the material while providing containment of lead dust prior to the demolition of the building. If elevated lead concentrations are found to exist in soil surrounding buildings that contain lead-based paint, that potential hazard can be reduced to a less than significant level by removing the affected soil. The removal of materials covered with lead-based paint, and if necessary, the removal of soil containing elevated lead concentrations prior to building demolition would be adequate to reduce potential lead exposure hazards to the environment and public to a less than significant level. **Therefore, potential lead-based paint-related impacts are a potentially significant but mitigable impact (Class II).**

### **Mercury**

All of the buildings located on the project site have the potential to contain at least minor amounts of mercury in thermostats and fluorescent light tubes. Due to the historic use of equipment that contained mercury in the main hospital building, that structure may have an increased potential to result in the release of mercury to the environment. For example, hospital facilities may have accumulations of mercury in sink traps, sumps and sewer pipes from mercury that entered the pipes when items were broken, discarded or spilled into sinks

The Industrial Wastewater Discharge Permit issued to Saint Francis Hospital by the City of Santa Barbara established maximum concentration levels for mercury in wastewater and required periodic monitoring of wastewater discharged from the hospital. A review of quarterly sampling results for the past two years indicated that no violations of the permitted maximum concentration level for mercury (0.032 mg/l) occurred (URS, 2004). Therefore, hospital plumbing is not expected to be a significant potential source for the release of mercury to the environment.

The removal of mercury-containing devices from on-site buildings prior to demolition, and the disposal of those devices in accordance with applicable regulations would reduce potential mercury release and exposure impacts to a less than significant level. **Therefore, potential mercury-related impacts are a potentially significant but mitigable impact (Class II).**

## **Polychlorinated Biphenyls**

A survey of the project site identified one large pad-mounted transformer on the project site. The transformer is reportedly owned by Southern California Edison. No evidence of leaks or stains was observed. Numerous smaller dry-type transformers were also observed throughout the property. Fluorescent light ballasts located throughout the facility may also contain PCBs (URS, 2004).

The release of PCBs from equipment located on the project site would have the potential to result in short- and long-term environmental and health impacts. The removal of PCB-containing devices from the project site prior to building demolition would substantially reduce the potential for a PCB release and exposure impacts. Removed PCB-containing devices must be placed in an appropriate container and labeled "Contains PCBs." A hazardous waste generator number must be obtained from the California DTSC and the materials sent to an authorized treatment and disposal facility. The removal of PCB-containing materials from the project site and compliance with existing hazardous material management regulation would be adequate to reduce potential PCB exposure impacts to the public and workers to a less than significant level. **Therefore, potential PCB-related impacts are a potentially significant but mitigable impact (Class II).**

### **5.2.4 Cumulative Impacts**

The cumulative development projects identified on Table 4.3-1 generally consist of small residential projects. Several of the projects involve the demolition of existing on-site structures, which may have the potential to result in the release of asbestos fibers, lead-based paint, and minor quantities of mercury and PCBs contained in lighting and other fixtures. Similar to the Cottage Hospital Foundation Workforce Housing project, compliance with applicable regulations regarding the containment and removal of these substances would reduce the potential for cumulative development projects to result in significant health or safety impacts. With the application of proposed mitigation measures, the proposed project's contribution to cumulative hazardous material impacts would be less than significant.

### **5.2.5 Mitigation Measures and Residual Impacts**

#### **Impacts That Can Be Reduced To a Less Than Significant Level**

**HAZ-1 Unless applicable hazardous material management regulations are implemented, the demolition of structures located on the Cottage Hospital Foundation Workforce Housing project site have the potential to result in the release of asbestos fibers, lead dust, mercury and PCBs to the environment. Implementation of the mitigation measures would reduce potential impacts associated with the release of hazardous materials**

**resulting from proposed building demolition activities to a less than significant level. (Class II)**

The mitigation measures provided below have been proposed by the Initial Study prepared for the Cottage Hospital Foundation Workforce Housing project and this EIR.

**HAZ-1a Building Demolition Hazardous Materials Management.** The applicant shall conduct a comprehensive survey of buildings to be demolished for hazardous materials, including but not limited to sampling and analytical testing of all suspect lead and asbestos-containing materials, and materials that may contain mercury and PCBs. A plan shall identify measures for materials handling to minimize exposure to workers, the public, or environment, and proper disposal/recycling recommendations. Certified removal contractor(s) shall prepare a work plan for the removal of all identified hazardous materials prior to the issuance of a demolition permit for City approval. The plan shall address the following hazardous material management elements:

- Identification of suspect materials.
- Survey and assessment of the existing buildings.
- Scope of work development for hazardous material removal.
- Hazardous material removal and disposal.
- Quality control.
- Post Remediation Sampling and Assessment.

**HAZ-1b. Hazardous Material Removal Certification.** Prior to the issuance of a demolition permit for the proposed project, the project applicant/contractor shall provide to the Planning Department a certification indicating that surveys of the buildings to be demolished have been conducted by appropriately licensed personnel to detect the presence of asbestos, lead-based paint, mercury and PCBs. It shall also be certified that all identified asbestos, lead-based paint, mercury and PCB materials have been removed from the project site in accordance with applicable local, state and federal regulations. The certification shall identify the contractor(s) that conducted the surveys and material removal work, the transporter that removed the materials from the site, and the recycling/disposal facilities that accepted the waste material.

**HAZ-1c Potential Lead-based Paint Contamination.** If areas with concentration of lead paint or dust that exceed applicable threshold standards are identified in any on-site building, soil adjacent to the building(s) shall be tested for the presence of lead. The location and

number of samples shall be determined by the Santa Barbara County Fire Department – Protection Services Division. If necessary, lead-related soil contamination shall be remediated to the satisfaction of the Protection Services Division prior to the issuance of a demolition permit for the proposed project.

**HAZ-1d Hazardous Materials Safety.** Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with local, state and federal regulations.

**On-Site Soil Contamination.** The Initial Study prepared for the Cottage Hospital Foundation Workforce Housing project identified a potentially significant impact resulting from the exposure of small areas on the project site where soil is contaminated with diesel fuel. The Initial Study also provided mitigation measures to reduce potential contaminated soil exposure impacts to a less than significant level (Class II). The mitigation measures proposed by the Initial Study are included in EIR Appendix A and on Table 2.3-1 of the EIR Summary section (Section 2.0).



## 5.3 NOISE IMPACTS AND MITIGATION MEASURES

This section evaluates the potential for the Cottage Hospital Foundation Workforce Housing project to result in significant noise and vibration impacts to people and buildings located on or near the project site, and provides mitigation measures to reduce identified impacts. The evaluation of impacts includes an assessment of potential short-term construction-related noise and vibration impacts, and long-term impacts resulting from traffic generated by the housing project.

The evaluation of construction-related noise impacts is based in part on the results of a noise impact evaluation entitled *Santa Barbara Cottage Hospital St. Francis Workforce Housing Project, Construction Noise and Vibration Study* (Veneklasen Associates, 2004). The Initial Study that was prepared for the Workforce Housing project determined that long-term noise from the housing project site would generally be less than the noise associated with the former operation of the Saint Francis Hospital, and the proposed residential use would not result in significant noise impacts to land uses adjacent to the project site.

### 5.3.1 Setting

**Noise Characteristics.** Human response to noise is somewhat subjective and can vary greatly from person to person. Factors that can influence an individual's response to noise include the loudness, frequency (high or low pitch noise), the time the noise occurs, the amount of background noise present, and the activity affected by the noise source.

The sensitivity of the human ear to sounds of different frequencies is measured by the A-weighted decibel scale (dBA). A 10 dBA change in noise level is judged by most people as a doubling of sound level. The smallest change in noise level that a human ear can perceive is about 3 dBA, while increases of 5 dBA or more are usually noticeable. Normal conversation is typically between 44 and 65 dBA when the people speaking are three to six feet apart. Noise levels in a quiet rural area at night are typically between 32 and 35 dBA. Quiet urban nighttime noise levels range from 40 to 50 dBA. Noise levels during the day in a noisy urban area may be as high as 70 to 80 dBA. Noise levels higher than 85 dBA over continuous periods (i.e. exceeding eight hours per day) can result in hearing loss, and noise above 110 dBA becomes intolerable and then painful. Constant noises tend to be less noticeable than irregular or periodic noises.

Several methods have been devised to express noise levels. One method is called the "Leq" (equivalent sound level). The Leq is the average acoustic energy content of a noise for a given period of time. The Leq of a time period with varying noise levels and that of a steady noise are the same if they deliver the same acoustic energy to the ear during the period of exposure. Another noise measurement is the "day-night average sound level" (Ldn). Ldn is the time average of noise levels for a 24-hour period with a 10 dB addition to noises occurring between 10:00 PM and 7:00 AM. This adjustment accounts for the increased sensitivity of people to nighttime noise. The "Community

Noise Equivalent Level” (CNEL) is similar to the Ldn, except the CNEL also adds 5 dB to evening noise levels (7:00 PM to 10:00 PM). Ldn and CNEL noise measurement values are generally similar.

**Vibration Characteristics.** Vibration consists of oscillatory waves that propagate from the source through the ground to adjacent buildings. Vibrations from construction projects are caused by general equipment operations, and are usually highest during activities such as pile driving, soil compacting, jackhammering and demolition.

The frequency of a vibrating object describes how rapidly it is oscillating. The unit of measurement for frequency is Hertz (Hz). Construction vibrations consist of a composite of many frequencies and are generally classified as broadband or random vibrations. Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies. Unlike earthquakes, which produce vibrations at very low frequencies, most construction vibrations are in the mid-to upper-frequency range and have a much lower potential for structural damage.

People have varying sensitivities to vibrations at different frequencies, but are generally most sensitive to low-frequency vibrations. Vibrations in buildings caused by construction activities may be perceived as motion of the building surfaces or rattling of windows, items on shelves and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as ground-borne noise. Ground-borne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the construction activity are connected by foundations or utilities.

Table 5.3-1 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (DOT) has established guidelines for vibration levels from construction activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal buildings.

Some construction activities, such as pile driving and blasting, can result in vibration that have the potential to damage some vibration sensitive structures, particularly if the activities are conducted within 50 to 100 feet of the structure. Vibration levels from typical construction projects, however, generally do not have the potential to cause structural damage (Michael Minor & Associates, 2004).



**Table 5.3-1  
Effects of Construction Vibration**

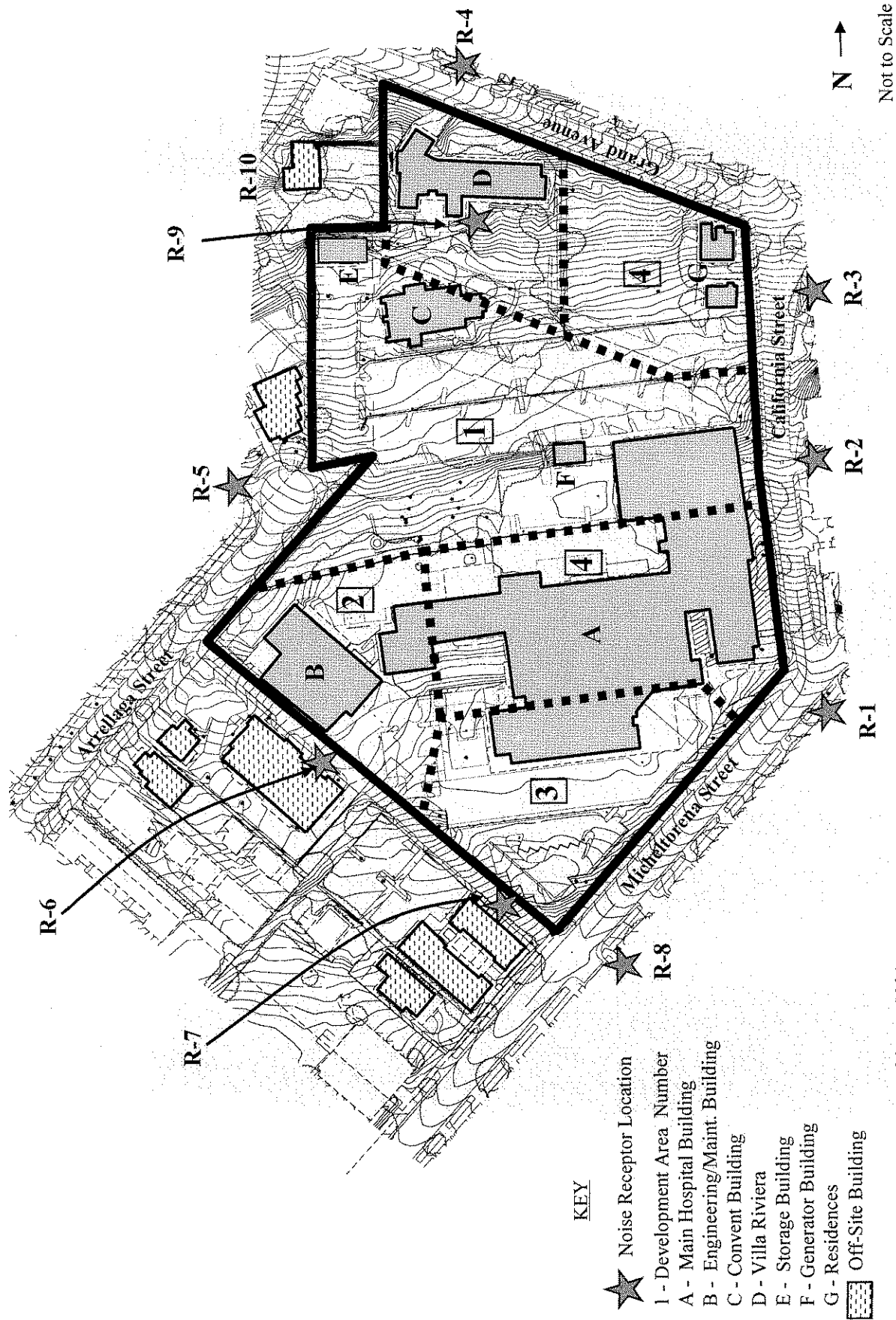
Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible.	No effects on buildings.
0.005 to 0.015	Barely perceptible.	No effects on buildings.
0.02 to 0.05	Level at which continuous vibrations begin to annoy people in buildings.	No effects on buildings.
0.1 to 0.5	Vibrations considered unacceptable for people exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures.
0.5 to 1.0	Vibrations considered bothersome by most people, however, tolerable if short-term in length.	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
1.0 to 2.0	Vibrations considered unpleasant by most people.	U.S. Bureau of Mines data indicates that blasting vibration in this range will not harm most buildings. Most construction vibration limits are in this range.
>3.0	Vibration is unpleasant.	Potential for architectural damage and possible minor structural damage

Source: Michael Minor & Associates, 2004

**Noise Sensitive Receptors.** Land uses generally regarded as being “sensitive” to elevated noise levels include facilities such as residences, hospitals, schools and guest lodging. Noise-sensitive receptors located on and near the project site include the Villa Riviera, which is located on the project site, and single- and multi-family residences located along Arrellaga, Micheltorena and California Streets, and residences along Grand Avenue. The distance between the project site and nearby residences varies, however, the minimum separation distance is approximately 75 feet.

**Baseline and Existing Ambient Noise Conditions.** Noise sources formerly associated with the operation of the Saint Francis Medical Complex (baseline conditions) included traffic generated by employees, patients and visitors, delivery trucks, and the operation of heating, ventilation equipment and generators. These noise sources were generally eliminated or substantially reduced when the hospital was closed in the spring of 2003.

Existing noise levels on and in the vicinity of the project site were measured between 3 p.m. and 5 p.m. on Wednesday, April 22, 2004 (Veneklasen, 2004). Noise measurements were taken along the south side of the Villa Riviera and at eight locations around the project site. Noise measurement locations are depicted on Figure 5.3-1 and are reported on Table 5.3-2. Vehicle traffic was the major noise source that affected the noise measurements.



**Figure 5.3-1**  
Noise Receptor Locations

**Table 5.3-2**  
**Measured Ambient Noise Levels**

Noise Receptor Number (1)	Receptor Type and Location*	Measured Noise Level (Leq)
R1	Residences on the east side of the intersection of Micheltorena and California Streets; east of the Main Hospital Building.	60
R2	Residences on the east side of California Street; east of the Main Hospital Building.	60
R3	Residences on the east side of California Street; east of the two residences that are to be demolished.	59
R4	Residences on the north side of Grand Avenue; north of the Villa Riviera.	52
R5	Residences and Medical offices west of Arrellaga Street; north of the engineering and maintenance building.	53
R6	Medical office building on the south side of Salsipuedes Street; south of the engineering and maintenance building.	58
R7	Medical office building on the south side of Salsipuedes Street; south of the Main Hospital Building.	58
R8	Residences on the east side of Micheltorena Street; southeast of the Main Hospital Building.	60
R9	South side of the Villa Riviera.	52
R10 (2)	Residences adjacent to the northwest corner of the project site	52

Source: Veneklasen, 2004

(1) Noise receptor numbers and locations are depicted on Figure 5.3-2

(2) Receptor R10 was not included in Veneklasen, 2004 and is assumed to have ambient noise conditions similar to Receptor R4.

The noise measurements taken at various locations in and around the project site indicate that most of the project area has relatively low noise levels for a medium-density residential neighborhood. However, some of the measured neighborhood noise levels approach or are at the City's Noise Element land use compatibility guideline of 60 dBA for ambient exterior noise levels in residential areas.

**Baseline and Existing Traffic Noise Conditions.** Short-term construction-related truck traffic would occur primarily on Micheltorena, Arrellaga and Garden Streets. The greatest increases in long-term traffic resulting from the project would occur on Arrellaga Street and Micheltorena Street because these are the roadways that provide direct access to the project site. Vehicle traffic noise levels along the streets listed above were estimated using a modified version of the Federal Highway Administration

(FHWA) Stamina 2.0 Traffic Noise Prediction Model. For purposes of estimating baseline traffic noise conditions in the project area, average daily traffic volumes that existed when the Saint Francis Medical Center was in operation were used. To estimate existing traffic noise conditions, traffic counts taken in March 2005 were used. The estimates of baseline and existing traffic noise conditions at sensitive receptors along the streets in the project area are summarized on Table 5.3-3.

**Table 5.3-3  
Estimated Baseline and Existing Traffic Noise Conditions**

<b>Street Segment</b>	<b>Receptors</b>	<b>Baseline ADT(1)</b>	<b>Estimated Exterior Traffic Noise (dBA Ldn) (2)</b>	<b>Existing ADT (3)</b>	<b>Estimated Exterior Traffic Noise (dBA Ldn) (2)</b>
<b>Arrellaga Street near Garden Street</b>	Residences and medical offices along the east and west sides of the street.	1,800	55.6	540	50.0
<b>Micheltorena Street near Garden Street</b>	Residences and medical offices along the east and west sides of the street.	4,700	59.4	4,700	59.4
<b>Garden Street near Arrellaga Street</b>	Residences on both sides of the street.	6,900	61.4	6,800	61.3

1. Source: City of Santa Barbara (2005). Baseline Average Daily Trip (ADT) data is derived from traffic counts taken in 1991 and are representative of traffic conditions that existed when the Saint Francis Medical Center was in operation.
2. Estimated noise level is for a location approximately 50 feet from the centerline of the street.
3. Source: City of Santa Barbara, (2005). Existing ADT data is from traffic counts taken March, 2005.

The estimated existing traffic noise along Arrellaga Street depicted on Table 5.3-3 is 3.0 dBA lower than the measured noise data for the area along Arrellaga Street that is provided on Table 5.3-2 (receptor R5). The difference between the estimated and measured noise levels would be barely audible and is not substantial. The difference between estimated and measured noise levels may be caused by daily variations in the relatively low amount of traffic that occurs on Arrellaga Street in the project vicinity. Additionally, noise measurements include all community noise sources, not just estimated traffic noise, which can cause measured noise levels to be higher than calculated traffic noise levels. Estimated existing and measured noise levels along Micheltorena are within 0.3 of a decibel, which results in a good correlation between measured and calculated noise values.

### **5.3.2 Significance Thresholds**

Based on noise compatibility guidelines for long-term exterior noise levels established by the City's Noise Element of the General Plan, a significant noise impact may result from:

1. Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dBA Ldn; maximum interior noise level of 45 dBA Ldn.
  - Parks: Normally acceptable maximum acceptable exterior ambient noise level of 65 dBA Ldn.
2. Substantial noise from grading and construction activity in proximity to noise-sensitive receptors for an extensive duration.

### **5.3.3 Impact Evaluation**

#### **Short-Term Construction Noise.**

Development of the proposed project would result in construction-related activities and the use of mechanical equipment that would result in elevated noise levels in the project area throughout most of the project's 67-week development period. The analysis of development-related noise impacts evaluated noise levels likely to result from the following construction activities:

Structure Demolition. This phase of project development would result in the removal of on-site buildings, paved areas and other structures, and transporting the demolition material to an off-site location. The duration of demolition activities would vary in each of the proposed project development areas, ranging from approximately four weeks in Development Area 1 to approximately 14 weeks in Development Area 4. Overall, demolition activities would occur on the project site for a total of approximately 18 weeks.

Grading. This phase of project development would result in excavating, filling and compacting soil on the project site. Grading operations would result in approximately 20,300 cubic yards of cut, 16,100 cubic yards of fill, and the importation of approximately 7,000 cubic yards of "base course" fill material. The duration of grading activities would vary in each proposed development area, ranging from approximately four weeks in Development Area 2 and seven weeks in Development Areas 1 and 4. Overall, grading activities would occur for approximately 19 weeks on the project site.

Building Construction. This phase of project development would result in the development of the proposed residences, parking garages and surface parking areas, roads, hardscape and landscaping. Construction-related activities would occur throughout most of the proposed 67-week development schedule.

**Construction Noise Estimates.** Data and assumptions used to estimate short-term noise levels resulting from the development of the Workforce Housing project are summarized below.

- Noise resulting from proposed demolition, grading and construction activities were estimated for the ten receptor locations depicted on Figure 5.3-1 and described on Table 5.3-2. The estimated noise levels are representative of noise levels in the vicinity of the indicated noise receptors.
- Noise resulting from the use of mechanical construction equipment was estimated based on noise levels reported by the Environmental Protection Agency and other published sources. Noise levels resulting from the operation of individual pieces of equipment are based on measurements taken at a distance of 50 feet from the equipment.
- The type of equipment that would be used at each project site development area for demolition, grading and construction activities was identified in a construction management report titled *St. Francis Campus Work Force Housing Project (Rider Hunt Levett & Baily, 2004)*. A variety of equipment types would be used at the project site, including cranes, jack hammers, generators and compressors, loaders, backhoes, dozers, graders and dump trucks.
- The analysis of mechanical equipment noise for demolition, grading and construction operations used the center of the proposed demolition site or development area as the location for equipment operations, thereby providing the best average estimate of equipment noise at nearby receptors.
- The construction noise estimates assumed that all mechanical equipment identified for use during the development of a particular project component would be used for at least a portion of the workday. Noise emissions from each piece of equipment were then combined to calculate an average or Leq noise level throughout the workday. Daily equipment use estimates generally range between two and eight hours per workday, depending on the type of equipment.
- Depending on the location and stage of proposed demolition, grading and construction operations, existing buildings located between project-related construction activities and a noise receptor may provide 5 to 10 dBA of noise shielding for the receptor.

Noise levels at receptors located on and near the project site resulting from proposed demolition, grading and construction activities at each of the four project site development areas are summarized on Table 5.3-4. The reported noise levels would not occur continuously throughout the workday, but are representative of noise conditions that would exist when all mechanical equipment that is anticipated to be used within a development area is used for at least a portion of a single workday. Each identified receptor location has the potential to experience periods where construction noise would be 80 dBA Leq or higher. The demolition of the Main Hospital Building would cause the largest and most prolonged increase in ambient noise levels in the vicinity of the project site, with the potential to result in exterior noise levels of 78-85 dBA Leq at nearby receptors. Demolition activities for the Main Hospital Building would occur over a period of approximately 70 work days, or approximately 3.5 calendar months

The predicted noise levels associated with the demolition of the two residences located in the northeast corner of the project site would result in excessive noise levels at receptors located adjacent to northeast corner of the project site. Noise at the nearby receptors could be reduced substantially by limiting the number of pieces of construction equipment used for this relatively small demolition component of the proposed project.

During the development of the proposed project, four separate equipment and material staging areas would be used, with one staging area provided in each of the four proposed development areas. Staging areas would be the site of concentrated equipment use and are likely to be the location of elevated noise levels. Proposed staging areas would generally be located toward the interior of the project site, however, the staging area for Development Area 1 is proposed to be located near the end of Arrellaga Street along the western perimeter of the project site. Moving the staging area towards the interior of the project site would minimize potential noise impacts to residences and medical offices located along the west side of Arrellaga Street. For example, moving the staging area approximately 50 feet to the east (effectively doubling the distance between the staging area and the closest adjacent building) would reduce staging area-related noise at nearby receptors by approximately 6 dBA.

Table 5.3-4 depicts estimated noise levels at nearby receptors that may result from a single project-related construction activity, such as the demolition of a particular building or grading on a certain portion of the project site. The noise levels reported on Table 5.3-4, however, do not account for multiple project development activities occurring on each of the four proposed project site development areas. Table 5.3-5 depicts noise levels at nearby receptors that may result from concurrent development-related operations on each of the proposed project site development areas.

As depicted on Table 5.3-5, each identified noise receptor has the potential to experience peak construction noise periods that range between 76 and 87 dBA. It is unlikely that the construction equipment use assumed for the analysis on Table 5.3-5 would occur simultaneously in each of the four proposed project site development areas

**Table 5.3-4  
Estimated Construction Noise Levels at Project Area Receptors**

Development Activity (#) Project Site Development Area	Approx. Duration (work days)	Noise 50 ft. From the Center of Activity Area (Leq)	Exterior Noise at Receptor Location (Leq)									
			R1	R2	R3	R4	R5	R6	R7	R8	R9	R10
Demo. Hospital Northeast Wing (1)	20	97	72*	88	83	66*	77	67*	66*	67*	80	67*
Demo. Convent Building (1)	10	97	66*	78	79	72*	82	67*	64*	64*	89	87
Demo. Storage Building (1)	3	97	64*	76	77	83	82	66*	63*	63*	87	94
Grading (1)	35	92	63*	76	75	74	78	64*	61*	61*	79	75
Construction (1)	185	92	63*	76	75	74	78	64*	61*	61*	79	75
Demo. Engineering/Maint. Bldg. and Hospital West Wing (2)	40	94	65*	69*	73	72	82	86	78	76	75	77
Grading (2)	20	91	66*	61*	69	69	78	85	76	73	71	71
Construction (2)	95	90	65*	60*	68	68	77	84	75	72	70	70
Demo. Hospital South End (3)	30	97	82	68*	66*	63*	78	82	85	85	65*	65*
Grading (3)	25	91	76	62*	60*	57*	72	76	80	80	59*	59
Construction (3)	125	90	75	61*	59*	56*	71	75	79	79	58	58
Demo. Main Hospital Building (4)	70	98	85	83	80	76	80	82	82	82	79	78
Demo. On-Site Residences (4)	10	98	79	86	93	81	77	76	75	75	84	74
Grading (4)	35	92	79	78	74	71	75	76	76	77	73	73
Construction (4)	195	92	79	78	74	71	75	76	76	77	73	73

Source: Veneklasen, 2004 and Rider Hunt Levett & Bailly, 2004

\* A noise attenuation of 5-10 dBA is provided by existing buildings that have not yet been demolished and that are located between the receptor and the noise source.



**Table 5.3-5  
Peak Noise Levels at Project Area Receptors From Concurrent Project Site Construction Activities**

Project Schedule Week No. (1)	Concurrent Development Activities (Project Site Development Area No.)	Noise 50 ft. From the Center of Activity Area (Leq)	Combined Exterior Noise at Receptor Location (Leq)										
			R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	
6	Grading (1)	92											
	Construction (1)	92											
	Demo. Engineering/Maint. Building and Hospital West Wing (2)	94	85	85	83	80	86	87	84	83	84	82	
	Demolish Main Hospital Building (4)	98											
16	Construction (1)	92											
	Grading (2)	91											
	Grading (3)	91	86	84	81	79	84	87	85	84	83	80	
	Demolish Main Hospital Building (4)	98											
29	Construction (1)	92											
	Construction (2)	95											
	Construction (3)	90	81	80	78	76	82	85	82	82	80	80	
	Construction (4)	92											

(1) The “Project Schedule Week Number” corresponds to project development schedule provided on Table 3.3-2, which depicts the timing of various construction-related activities that are proposed for the project site.

on a regular basis. However, the estimated noise levels are representative of the “worst-case” peak noise levels that have the potential to result from the proposed project.

Existing ambient noise levels in the project area generally range between 52 and 60 dBA. Development-related activities required to develop the proposed project would result in noise levels that would occur over an extended period of time and have the potential to substantially exceed existing ambient noise levels. Therefore, project-related construction would result in a short-term but significant construction noise impact. Proposed construction noise mitigation measures include limitations on construction hours to avoid noise sensitive evening, night and early morning hours; and providing a barrier fence along portions of the construction site perimeter, which would reduce noise from ground-level construction operations at nearby receptors by approximately 5-10 dBA depending upon the location of the receptor relative to the barrier. However, after the implementation of feasible mitigation measures, the resulting construction noise levels in the project area would continue to substantially exceed existing ambient conditions. **Therefore, short-term noise levels resulting from the development of the Cottage Hospital Foundation Workforce Housing project are considered to be a significant and unavoidable impact (Class I).**

**Worker Exposure to Noise.** As indicated on Table 5.3-4, construction noise levels on the project site may exceed 90 dBA for sustained periods. Prolonged exposure to noise at this level has the potential to result in hearing damage.

Worker safety regulations, including those specified by the federal Occupational Safety and Health Act (OSHA) and the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal OSHA) include standards pertaining to the exposure of workers to noise sources. OSHA regulations require employers to administer a hearing conservation program whenever employee noise exposures equal or exceed an 8-hour time-weighted average sound level of 85 decibels. Compliance with existing worker safety regulations would reduce potential worker noise exposure impacts to a less than significant level and no mitigation measures are required. **Therefore, potential worker exposure to noise impacts are considered to be a less than significant (Class III) impact.**

**Construction Traffic Noise.** Development of the proposed project would require the use of large trucks on public roads to haul demolition material from the site and to haul soil and other materials to the site. The addition of truck traffic to roadways in the project area would have the potential to result in significant short-term noise impacts to receptors located adjacent to the roadways. Traffic generated by workers commuting to and from the project site would not substantially increase traffic levels on neighborhood roads and would be somewhat reduced by the project’s proposal to shuttle workers to and from remote parking areas during a portion of the project’s construction period. Therefore, worker commute trips would not result in a significant construction-traffic noise impact.

Noise resulting from the operation of a truck on a residential street will vary, but it is likely that noise levels at a location 50 feet from a passing truck would be approximately 75 to 85 dBA. Since this type of event would have a very short duration and would only occur intermittently throughout the day, noise from individual trucks operating on residential streets is not considered to be a significant impact. To evaluate impacts to noise conditions resulting from the combined operation of construction vehicles throughout the day, noise from all proposed truck trips are averaged over the course of the workday.

A report estimating the number of construction/demolition material loads that would be delivered to and exported from the project site during the project's development period was prepared by Rider Hunt Levett & Baily (2004). The report estimates the number of truck loads required during the demolition, grading and construction phases of project development for each proposed development area on the project site (see Table 5.3-6).

**Table 5.3-6**  
**Cottage Hospital Foundation Workforce Housing Project**  
**Estimated Construction Truck Traffic Trips**

Construction-Related Activity	Estimated Number of Construction Trucks on Public Roads								Truck Trips (Total)
	Area 1		Area 2		Area 3		Area 4		
	Truck Trips	ADT (1)	Truck Trips	ADT (1)	Truck Trips	ADT (1)	Truck Trips	ADT (1)	
Demolition	1,160	46	700	26	800	26	3,700	52	6,360
Grading	120	4	100	4	100	4	160	4	480
Construction	3,480	16	1,480	12	1,400	10	3,720	20	10,080
Total	4,760	--	2,280	--	2,300	--	7,580	--	16,920

Source: Rider Hunt Levett & Baily (2004)

(1) Average Daily Trips (ADT) by construction-related trucks was estimated by dividing the total number of truck trips by the estimated duration (number of workdays) of the specific development activity.

As depicted on Table 5.3-6, individual project development components would result in between 4 and 52 daily truck trips. Truck traffic on roadways near the project site would be highest during the demolition of the Main Hospital Building (Development Area 4). Based on the total estimate of 16,920 truck trips over the 67-week project development period (approximately 338 workdays), the project would result in an average of approximately 50 truck trips per day.

Project development-related activities would occur simultaneously throughout the project site, which would result in periods that have a higher number of project-related truck trips than would occur under average conditions. The peak number of truck trips on area roadways would likely occur when the Main Hospital Building is being demolished (Development Area 4), and when concurrent demolition activities are scheduled to occur in Development Areas 2 and 3 and construction operations are planned in Development Area 1. As depicted on the project schedule provided on Figure 3.3-2, these project

development operations would occur concurrently for a period of approximately four weeks (project schedule weeks 10-13). During this limited period, the proposed project would have the potential to generate approximately 120 daily truck trips on public roads (16 construction trips from Area 1, 26 demolition trips from Area 2, 26 demolition trips from Area 3, and 52 demolition trips from area 4).

Trucks traveling to and from proposed Development Areas 1, 2 and 3 would generally have equal ingress/egress opportunities to and from Micheltorena and Arrellaga Streets. Truck access to and from Development Area 4 would primarily be from Micheltorena Street. Over the course of project's 67-week development period, it is estimated that approximately 30 percent of construction-related truck traffic would use Arrellaga Street, while approximately 70 percent would use Micheltorena Street. It was also assumed that all construction traffic would travel on Garden Street to and from U.S. 101 or the Marborg Construction and Demolition Recycling facility on Quarantina Street.

Potential construction vehicle noise impacts were estimated for baseline traffic conditions (i.e., conditions that existed when the Saint Francis Hospital was in operation). Estimated average traffic noise levels at receptors adjacent to the routes likely to be used by construction-related trucks are depicted on Table 5.3-7.

**Table 5.3-7  
Construction-Related Truck Traffic Noise – Baseline Traffic Conditions**

Street Segment	Baseline Traffic Noise Condition dBA (Ldn) (1)	Average No. of Truck Trips Added Per Day	Short-Term Traffic Noise Baseline + Construction Traffic Noise dBA (Ldn)	Increase dBA (Ldn)	Significant Impact?
<b>Arrellaga St. near Garden St.</b>	55.6	15	56.8	1.2	No
<b>Micheltorena St. near Garden St.</b>	59.4	35	<b>60.7</b>	1.3	Yes
<b>Garden St. near Arrellaga St.</b>	<b>61.4</b>	50	<b>62.5</b>	1.1	Yes

(1) Estimated noise level is for a location approximately 50 feet from the centerline of the street. Numbers in **bold** denote noise values above the City's normally acceptable maximum exterior ambient noise level of 60 dBA Ldn.

For information and comparison purposes, potential construction vehicle noise impacts were also estimated assuming existing traffic conditions that currently exist on roadways in the project area. Estimated average traffic noise levels at receptors adjacent to the routes likely to be used by construction vehicles are depicted on Table 5.3-8.

**Table 5.3-8  
Construction-Related Truck Traffic Noise – Existing Traffic Conditions**

Street Segment	Existing Traffic Noise Condition dBA (Ldn) (1)	Average No. of Truck Trips Added Per Day	Short-Term Traffic Noise Existing + Construction Traffic Noise dBA (Ldn)	Increase dBA (Ldn)	Significant Impact?
<b>Arrellaga St. near Garden St.</b>	50.0	15	53.1	3.1	No
<b>Micheltorena St. near Garden St.</b>	59.4	35	<b>60.7</b>	1.3	Yes
<b>Garden St. near Arrellaga St.</b>	<b>61.3</b>	50	<b>62.4</b>	1.1	Yes

(1) Estimated noise level is for a location approximately 50 feet from the centerline of the street. Numbers in **bold** denote noise values above the City's normally acceptable maximum exterior ambient noise level of 60 dBA Ldn.

The addition of project-related construction vehicle traffic (an average of approximately 15 trips per day) onto Arrellaga Street under baseline and existing traffic conditions would increase average traffic noise levels by approximately 1.2 dBA and 3.1 dBA respectively. The resulting increase in traffic noise would not be substantial and average traffic noise levels on Arrellaga Street would remain below the City's threshold of 60 dBA for residential areas.

Average daily traffic volumes on Micheltorena Street under baseline and existing traffic conditions are similar (4,700 ADT). The addition of project-related truck traffic onto Micheltorena Street (an average of approximately 35 trips per day) would increase average traffic noise over baseline and existing conditions by approximately 1.3 dBA. With the addition of project-related construction vehicles, the resulting average noise levels along Micheltorena Street between the project site and Garden Street would be approximately 60.7 dBA, which slightly exceeds the City's threshold of 60 dBA.

It is anticipated that construction trucks would use Garden Street to access the Marborg construction and demolition waste recycling facility on Quarantina Street and/or U.S. 101. Therefore, residences located along Garden Street east of Arrellaga Street would have the potential to experience short-term increases in traffic-related noise levels. The addition of project-related truck traffic onto Garden Street (an average of approximately 50 truck trips per day) would increase average traffic noise over baseline and existing conditions by approximately 1.1 dBA. The project-related construction traffic would contribute to baseline and existing traffic noise conditions that exceed the 60 dBA significance threshold. The resulting average traffic noise level would be approximately 62.5 dBA for baseline traffic conditions, and approximately 62.4 dBA for existing traffic conditions, which exceeds the City's threshold of 60 dBA.

Increases in average traffic noise levels resulting from construction projects are often considered to be less than significant due to their short-term effect. However, due to the extended duration of the development activities required for the proposed project (approximately 67 weeks), increases in traffic noise along Micheltorena and Garden Streets resulting from project-related construction traffic has the potential to result in a significant noise impact. Project-related construction vehicle traffic noise impacts would be significant if the additional truck trips were to occur during early morning or late evening hours. Project-related construction traffic noise impacts could be reduced to a less than significant level by precluding construction truck trips during early morning and late evening hours when traffic noise impacts would be most noticeable and have the greatest effect on the surrounding community. Such a restriction may incrementally lengthen the duration of project-related construction activities, but would minimize the potential for evening, nighttime and early morning noise impacts to surrounding residents on a daily basis. **Therefore, potential short-term construction traffic noise impacts are considered to be a potentially significant but mitigable impact (Class II).**

**Construction-Related Vibrations.** Development of the proposed project would result in various activities, such as the demolition of existing buildings and paved surfaces, grading and soil compaction, and heavy truck traffic, which will produce ground vibrations. Of these activities, the demolition of ground surface areas paved with concrete would generally have the highest potential to result in vibrations that may be noticeable at locations beyond the project site boundary. The proposed structures would be constructed using slab-on-grade foundations and would not require the use of driven piles. Therefore, it is unlikely that building construction activities would be a significant source of ground vibrations.

Vibrations resulting from demolition activities at the project site would most likely be in the range of 0.1 inches per second, (Venelklasen, 2004a) and it is unlikely that vibrations would exceed 0.5 inches per second (Michael Minor & Associates, 2004). Vibration levels caused by the proposed project may be considered annoying or unacceptable to nearby receptors for extended periods of time, but would probably not have the potential to result in significant damage to structures. In the unlikely event that structural damage were to occur, it would likely be in the form of loosened paint or small cracks in plaster at joints between construction elements. Although it would be unlikely for these types of impacts to occur, project-related vibrations damage to surrounding structures would have the potential to result in a significant impact. Since construction-related operations and associated vibration impacts could occur over an extended period of time and have the potential to result in nuisance impacts to surrounding receptors, vibration impacts to nearby residents are also considered to be potentially significant. Vibration-related impacts to residents would be reduced to a less than significant level by a proposed mitigation measure that would provide affected individuals with a mechanism to notify the construction contractor that vibration-related impacts are occurring, thereby allowing the contractor to implement procedures to reduce the impact. Possible vibration reduction measures would be to reduce the concurrent use of multiple pieces of

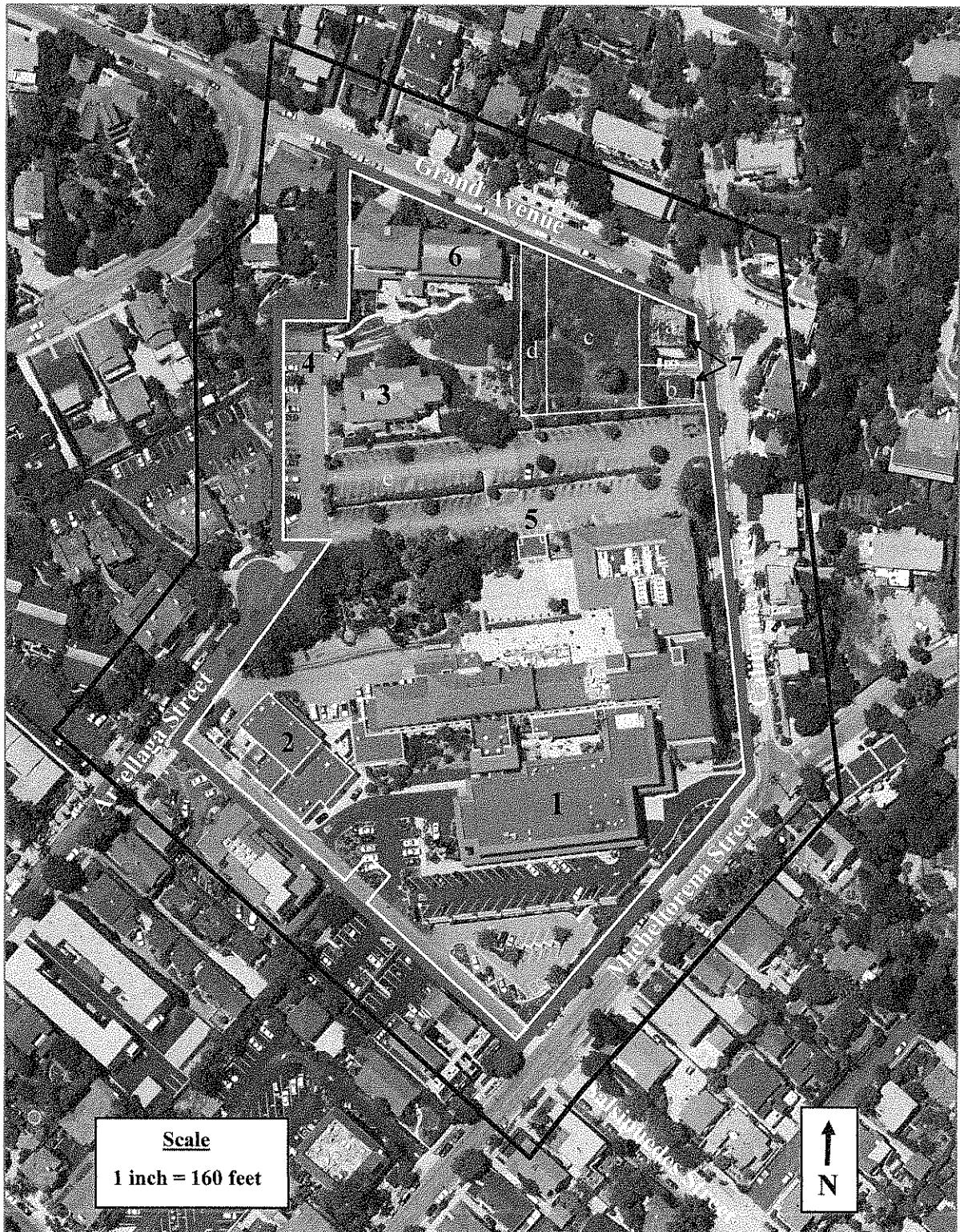
construction equipment around the perimeter of the project site. Another proposed mitigation measure would require the implementation of a program to document possible vibration-related damage to structures near-within 100 feet of the project site, and require the project applicant to pay for vibration-related damage repairs. The proposed structure monitoring area is depicted on Figure 5.3-2. **Therefore, potential vibration impacts are considered to be a potentially significant but mitigable impact (Class II).**

### **Long-Term Traffic Noise Impacts**

Occupancy of the residential units provided by the proposed project would result in the addition of vehicle trips on project-area roadways. As described in section 5.5 of this EIR, the project would have the potential to generate approximately 1,101 average daily trips. The number of vehicle trips generated by the proposed housing project is only a slight increase over the 1,023 average daily vehicle trips that were formerly generated by the Saint Francis Hospital. Since the proposed project would generally substitute housing-related traffic for hospital-related traffic, the net increase in traffic noise levels along streets in the project area over baseline conditions would not be perceptible and would not result in a significant change in environmental conditions. **Therefore, the Cottage Hospital Foundation Workforce Housing project would not result in a significant long-term increase in traffic noise levels (Class III).**

For analysis purposes, an additional noise analysis was conducted that added housing project-generated traffic to existing traffic conditions. Generally equal access opportunities to Arrellaga and Micheltorena Streets would be provided from the southern portion of the project site. Therefore, it was assumed that half the traffic generated by units on the southern portion of the site would utilize Arrellaga Street and one half would use Micheltorena Street. In the northern portion of the project site, the main access driveway would connect to Arrellaga Street and a smaller driveway would connect to California Street, which transitions into Micheltorena Street. Based on proposed driveway locations and design, it was assumed that approximately one-third of the traffic generated by the northern portion of the project site would use Micheltorena Street and approximately two-thirds would use Arrellaga Street. Overall, approximately 56% of all project-generated average daily trips would be on Arrellaga Street and approximately 44% would be on Micheltorena. The resulting increases in traffic noise on the identified roadway segments are summarized on Table 5.3-9.





- |                             |                        |                                       |
|-----------------------------|------------------------|---------------------------------------|
| 1 - Main Hospital Building  | 4 - Storage Building   | 7. Residences                         |
| 2 - Engineering/Maint. Bldg | 5 - Generator Building | "a" Assessor Parcel (see Table 4.2-1) |
| 3 - Convent Building        | 6 - Villa Riviera      |                                       |

Source: Pacific Western Aerial Surveys, June 25, 2003

— Approx. 100 feet from project site boundary

City of Santa Barbara

*Santa Barbara Cottage Hospital Foundation Workforce Housing Project*

**Figure 5.3-2**

**100-Foot Vibration Monitoring Zone**



**Table 5.3-9**  
**Existing Plus Proposed Housing Project Traffic Noise Levels**

<b>Street Segment</b>	<b>Existing Condition dBA (Ldn) (1)</b>	<b>Existing ADT + Project ADT</b>	<b>Long-Term Traffic Noise dBA (Ldn)</b>	<b>Increase dBA (Ldn)</b>	<b>Significant Impact?</b>
Arrellaga St.	50.0	1,158	53.3	3.3	No
Micheltorena St.	59.4	5,184	59.8	0.4	No

(1) Estimated noise level is for a location approximately 50 feet from the centerline of the street.

The existing traffic conditions noise analysis indicates that the addition of project-related traffic to Arrellaga Street increases average traffic noise levels approximately 3.3 dBA to 53.3. Resulting noise levels would continue to be well below the City's significance threshold of 60 dBA. Under this scenario, average traffic noise levels along Micheltorena Street would be increased approximately 0.4 dBA, which would not result in a perceptible change in noise conditions. The resulting noise level along Micheltorena Street would not exceed the City's noise threshold of 60.0 dBA. It is also likely that overall average daily traffic trips and resulting noise conditions along Arrellaga and Micheltorena Streets would be further reduced by the operation of a proposed employee shuttle that would operate between the project site, Cottage Hospital and the downtown area of Santa Barbara.

#### **5.3.4 Cumulative Impacts**

**Short-Term Construction Noise Impacts.** Most of the cumulative development projects that have been identified in the project vicinity consist of small residential projects. These projects would not result in prolonged demolition or construction activities, or the creation of a substantial amount of construction traffic noise that would be audible to receptors located in the vicinity of the project site. Construction noise impacts from larger cumulative development projects, such as the Cottage Hospital redevelopment project and the other development projects listed on Table 4.3-1, are generally limited to the areas immediately surrounding the construction site. There are no other large construction projects planned in the vicinity of the proposed project site, and cumulative development would not contribute a substantial amount of construction-related traffic to roadways located in the vicinity of the Workforce Housing site. Therefore, cumulative short-term construction operations at the proposed project site would not result in a significant short-term cumulative construction noise impact.

**Long-Term Traffic Noise Impacts.** Traffic section 5.5.1 (Setting) indicates that under future (2015) cumulative conditions, intersections located in the project area would have operation characteristics that are generally similar to existing baseline conditions (traffic volumes that existed when the Saint Francis Hospital was in operation). Where cumulative traffic conditions would result in a change in intersection operation characteristics (such as at the intersections of Anapamu St./Laguna St., Arrellaga

St/Garden St, and Mission St./Bath St.) the change from baseline traffic conditions to cumulative baseline traffic conditions is relative minor, and the projected increase in traffic conditions would not result in a substantial increase in traffic noise.

After the addition of traffic generated by the Workforce Housing project, the cumulative intersection operation characteristics would continue to be similar to baseline cumulative traffic conditions. As a result, the proposed project would not substantially increase cumulative traffic volumes, and traffic from the project would not substantially contribute to cumulative traffic noise conditions. Therefore, the proposed project's contribution to cumulative noise effects would be less than significant.

### **5.3.5 Mitigation Measures and Residual Impacts**

#### **Significant and Unavoidable Impacts**

#### **N-1 Project-related demolition, grading and construction activities have the potential to result in elevated noise levels at noise receptors located adjacent to the project site.**

The mitigation measures provided below have been proposed by the Initial Study prepared for the Workforce Housing project and this EIR.

**N-1a. Construction Hours Limitations.** Noise-generating construction activity shall be prohibited on Saturdays and Sundays, on holidays, and between the hours of 5 p.m. to 8 a.m. Holidays are defined as those days that are observed by the City of Santa Barbara as official holidays. No exceptions to this requirement will be allowed unless prior written approval is obtained from the City of Santa Barbara Building Official in accordance with Noise Ordinance procedures.

**N-1b. Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of demolition activities on the project site, the project applicant or contractor shall provide written notification of the project development schedule to property owners and residents within 450 feet of the project site. Surrounding area homeowners associations shall also be notified, and notices describing planned development activities shall be posted at the access locations to the project site. At minimum, all required notices shall provide a construction schedule, required noise conditions applied to the project, and the name and telephone number of the project's construction manager who can address questions and problems that may arise during construction. The applicant shall submit a proposed notice to the City for review and approval at least 10 days before distributing the notices.

**N-1c. Project Site Perimeter Barrier.** To minimize construction noise exposures resulting from prolonged demolition, grading and construction activities at the project site, a temporary solid fence or similar barrier

constructed of material approved by the City shall be provided along the project site property line at the following locations when demolition, grading and exterior construction operations are occurring:

1. Micheltorena Street between California Street and Salsipuedes Street.
2. California Street between Micheltorena Street and the northernmost boundary between project Development Areas 1 and 4.
3. Arrellaga Street between Salsipuedes Street and the driveway onto the project site at the terminus of Arrellaga Street.

The noise barrier shall be designed by a licensed engineer and shall be at least eight feet in height. The noise barrier requires the issuance of a building permit. All gates in the barrier shall be provided with approved sound blocking or absorbing material.

**N-1d. Construction Equipment Mufflers and Shields.** All construction equipment used on the project site, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques, such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents.

**N-1e. Construction Staging Areas.** Only designated and City-approved construction equipment and material staging areas shall be used. All staging areas shall be located a minimum of 50 feet from the perimeter of the project site.

**N-1f. Construction Noise and Vibration Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register complaints about noise and vibration at the project site. The phone line shall be answered between the hours of 8 a.m and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The contractor shall be responsible for implementing feasible noise and vibration control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints.

**N-1g. Noise Complaint Resolution.** In response to verified complaints regarding excessive construction-related noise, the City may require the applicant/project developer to implement a noise monitoring program. The noise monitoring program shall be designed and conducted to ensure that feasible and appropriate noise reduction and control measures are identified and implemented so that construction-related noise levels at

sensitive receptors (residences) adjacent to the project site do not exceed the following levels.

- ~~1. Repetitive impulse noises shall not exceed 60 dBA.~~
- ~~2. Steady noise that may be described as a whine, screech or hum shall not exceed 60 dBA.~~
- ~~3.1. Noise occurring more than 5 minutes but less than 15 minutes per hour shall not exceed 70 dBA.~~
- ~~4.2. Noise occurring more than 1 minute but less than 5 minutes per hour shall not exceed 75 dBA.~~
- ~~5.3. Noise occurring less than 1 minute per hour shall not exceed 85 dBA.~~

The results of all required noise monitoring, along with a description of actions implemented to conform with the above noise standards, shall be provided to the City Planning Department. Noise monitoring at receptor locations may be required until it has been demonstrated to the satisfaction of the Planning Department that effective noise abatement and control measures have been implemented and the noise standards described above have been achieved. (Please refer to comment response 7-40 [FEIR Vol. III] for reasons items 1 and 2 were deleted from this mitigation measure)

- N-1h. Delivery and Storage of Materials and Equipment.** All deliveries of material and equipment shall occur within the construction site barricades and only on weekdays between the hours of 8:00 a.m. and 5:00 p.m. Construction vehicles shall not be allowed to queue outside the project site before the specified hours. Vehicles delivering materials and equipment to the project site shall be operated in conformance with applicable regulations established by the U.S. Department of Transportation, as well as applicable state and local requirements. The vehicles shall all be provided with mufflers and other devices to minimize noise levels. All materials and equipment shall be stored on-site and within the confines of the construction barricades.
- N-1i. Radios and Alarms.** No radios, music playback equipment, musical instruments or automobile or truck alarms shall be permitted on the project site.
- N-1j. Limitations on Catering Trucks.** Catering trucks providing service to workers at the project site shall be required to park on-site. Catering trucks shall not be permitted to park on the street or to sound their horns near or within the site.
- N-1k. Portable/Stationary Equipment.** When portable or stationary equipment, such as but not limited to generators, air compressors and wood sawing stations are required on the project site, the equipment shall be located as far from the project boundaries as possible. If it is necessary

to locate portable/stationary equipment within 200 feet of the project perimeter, methods to provide noise shielding for that equipment shall be implemented. This may include but is not limited to: providing a three or four sided enclosure which is lined with a sound absorbing material between the equipment and the property line, or locating the equipment so that noise shielding is provided by existing or new structures located on the project site.

**N-1l. Construction Activity Scheduling.** Demolition, grading and construction activities in each proposed project site development areas shall be scheduled to minimize the occurrence of simultaneous construction operations that have the potential to result in excessive noise generation. For example, concrete breaking demolition activities should not occur in more than one development area at a time.

**N-1m. Minimize Equipment Use.** Equipment use for demolition, grading and construction activities shall be minimized, and the simultaneous operation of equipment within a proposed project development area shall be limited to the extent possible.

**N-1n. Truck Routing.** Truck traffic related to ~~the project~~ construction will be limited to the routes specified by the City of Santa Barbara. Truck traffic through residential neighborhoods shall be as limited as possible.

**N-1o. Vehicle Noise** Except as otherwise required by law, for backing up or emergencies, all vehicle horns shall remain silent.

**N-1p. Limited Site Access.** Access to the site shall be limited to areas approved by the City of Santa Barbara. The gate(s) shall incorporate the same method of noise shielding as required project site perimeter barriers and shall be kept closed except for vehicle passage.

Implementation of the mitigation measures listed above would minimize construction-related noise associated with the development of the proposed project, and would accomplish several beneficial noise reduction objectives, including:

- Limitations on construction hours and truck operations on adjacent streets.
- Minimize the potential for concurrent construction operations and simultaneous use of construction equipment, which could substantially elevate noise levels in the project area.
- Provide a temporary noise barrier on the project site adjacent to noise-sensitive uses. The proposed barrier would reduce noise from ground-level construction activities by approximately 5–10 dBA. The noise barrier, however, would not effectively reduce noise from demolition and construction operations that occur at a height that is near or above the height of the barrier.

- Reduce the potential for noise sources that may be located outside of or near the perimeter of the project site.
- Provide mechanisms for prior notification on construction activities and to report noise problems and to monitor the effectiveness of measures that are implemented to address reported noise problems.

The proposed mitigation measures would reduce the potential for excessive construction noise impacts to occur over an extended period of time. However, even with the implementation of the proposed measures, the construction operations required to develop the proposed project would result in elevated noise levels in the project area that are substantially higher than existing conditions. Due to the large number of sensitive and other receptors in the project area and the prolonged 67-week duration of development operations, construction-related noise resulting from the proposed project would remain significant and unavoidable (Class 1).

### **Impacts That Can Be Reduced To a Less Than Significant Level**

#### **N-2 Project-related demolition, grading and construction activities have the potential to result in ground vibration impacts to residents and structures located adjacent to the project site.**

In the unlikely event that construction-related operations at the project site result in vibration impacts (i.e., prolonged bothersome vibrations) to residents adjacent to the project site, proposed mitigation measure N-1f (Construction Noise and Vibration Complaints) would provide residents with a mechanism for reporting the problem to the construction contractor. It is the intent of this measure to alert the applicant/construction contractor to prolonged and annoying vibration conditions, as well as conditions that may have the potential to result in significant damage to structures, so that source of the vibration can be identified and if feasible, appropriate control measures implemented. The proposed mitigation measure would provide a mechanism to report impacts, but would not reduce the effects of vibration-related damage to structures to a less than significant level. Therefore, the following mitigation measure is also proposed, and the implementation of this measure would reduce potential building vibration impacts to a less than significant level (Class II).

**N-2a Prepare a Structural Crack Survey and Video Reconnaissance.** Prior to the issuance of demolition permits, the applicant or its designee shall prepare a structural crack survey and video reconnaissance of neighboring structures whose occupants wish to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 50-100 feet of the project site property line. After each major phase of project development (demolition, grading and construction), a follow-up structural crack survey and video reconnaissance of neighboring structures shall be conducted to determine

whether any new cracks or other structural damage consistent with project-related vibrations have occurred. The City and project applicant shall review the results of both pre- and post-construction surveys to determine whether any new structural damage resulted from project-related construction activities. The project applicant shall be responsible for the cost of repairing damage to structures resulting from project-related construction activities.

**N-3    Increases in short-term truck traffic related to the development of the Cottage Hospital Foundation Workforce Housing project have the potential to result in significant traffic noise impacts to residents in the project area, particularly along Micheltorena Street located between the project site and Garden Street, and residences located along Garden Street east of Arrellaga Street.**

Proposed mitigation measure N-1n (Truck Routing) requires that project-related truck traffic be limited to specified routes approved in advance by the City. Implementation of this measure would minimize the potential for sensitive noise receptors adjacent to streets located in the project area to be adversely affected by increased traffic noise impacts.

Proposed mitigation measures N-1h (Delivery and Storage of Materials and Equipment) requires all deliveries of material and equipment to occur on weekdays between the hours of 8:00 a.m. and 5:00 p.m. Construction vehicles shall not be allowed to queue outside the project site before the specified hours. This mitigation measure would preclude project related truck traffic from using Micheltorena and Garden streets in the early morning and late evening hours, when elevated traffic noise impacts would be most likely to result in a significant short-term impact.

Implementation of the proposed mitigation measures N-1n and N-1h would reduce potential short-term traffic noise increase impacts related to project-generated truck traffic to a less than significant level (Class II). No additional mitigation measures are required.





## **5.4 SOLID WASTE IMPACTS AND MITIGATION**

The Initial Study prepared for the Cottage Hospital Foundation Workforce Housing project determined that the demolition of the Saint Francis Hospital complex would generate a substantial amount of solid waste. Therefore, potential short-term solid waste disposal impacts of the project should be evaluated in the project EIR.

The Initial Study also concluded that after the proposed project is occupied, it would generate less solid waste than the hospital operation that formerly occupied the project site. It was also concluded that with the implementation of a proposed mitigation measure to prepare and implement an approved solid waste management plan, the long-term solid waste disposal impacts of the housing project would not be significant. Therefore, no further evaluation of long-term solid waste disposal impacts of the proposed project is required.

### **5.4.1 Setting**

Municipal solid waste that is generated in the City of Santa Barbara and that requires landfill disposal is taken to the Tajiguas Landfill, which is operated by the County of Santa Barbara and is located approximately 25 miles west of the city. An expansion of the landfill was recently approved by the County, and the Regional Water Quality Control Board approved the expansion in 2003. With the landfill expansion, it is anticipated that the Tajiguas Landfill has sufficient capacity to continue waste disposal operations until the year 2020.

The California Integrated Waste Management Act of 1989 (AB 939) required each city and county in California to prepare, adopt, and implement a Source Reduction and Recycling Element (SRRE). The purpose of the SRRE is to identify how the jurisdiction would divert through source reduction, recycling and composting, 25 percent of its solid waste from landfill or incinerator disposal by 1995, and 50 percent by the year 2000. The California Integrated Waste Management Board reports that in 2002, the City of Santa Barbara was diverting 51% of its solid waste from landfill disposal.

The City of Santa Barbara has implemented a wide range of programs to recycle various components of the municipal solid waste stream. In addition to those programs, the County of Santa Barbara and several private enterprise operations accept and recycle materials that are generated by construction and demolition projects, such as concrete, asphalt, metal, wood, landscaping, carpet, wallboard, paint, appliances, plumbing fixtures, dirt and stone. Marborg Industries recently began operation of a construction and demolition waste recycling facility in Santa Barbara where mixed loads (loads containing more than one type of waste material) and segregated loads (i.e., loads containing only one type of waste) are sorted and consolidated, and then shipped off-site for recycling. The Marborg facility can process approximately 750 tons of construction/demolition material per day. Several other facilities located in the South

Coast area also accept mixed or segregated loads of asphalt, concrete, wood and metal from construction/demolition projects for recycling.

To minimize landfill disposal of recyclable construction/demolition waste, the City of Santa Barbara Public Works Department is considering proposing an ordinance to require that at least 70% of the waste from construction and demolition projects be recycled. This recycling requirement could be accomplished by salvaging/reusing materials from demolition and remodel projects, and sending construction/demolition waste in mixed or segregated loads to appropriate recycling facilities. In most cases, the cost of recycling construction/demolition waste would be similar to or less than the cost of disposing the waste at the Tajiguas Landfill (Gumtow, 2004).

#### **5.4.2 Impact Significance Guidelines**

The County of Santa Barbara, which operates the Tajiguas Landfill, has adopted a long-term waste disposal significance threshold of 196 tons per year, and the City of Santa Barbara uses the County threshold. Neither the County nor the City has adopted a separate solid waste disposal threshold that applies to short-term impacts associated with waste from construction and demolition projects. For this analysis, it was assumed that the proposed project would result in a significant project-specific and cumulative short-term solid waste disposal impact if less than 70% of the project-generated construction and demolition waste is salvaged for reuse or diverted from landfill disposal by recycling.

#### **5.4.3 Impact Evaluation**

The development of the proposed project would require that existing buildings and structures located on the project site be removed. Buildings and structures that would be demolished to implement the proposed project include the main hospital, engineering/maintenance building, convent, the storage and generator buildings, surrounding paved areas, and several retaining walls. Two residences located in the northeast corner of the project site would also be removed. Much of the resulting demolition material would consist of concrete, although a substantial amount of wood, metal, and interior improvement material (i.e., wall board, fixtures, carpet, etc.) would also be included in the demolition material. Based on estimates of the total volume of buildings and structures to be removed from the project site, it is estimated that approximately 26,000 cubic yards of demolition-related material would be produced by the proposed project. 26,000 cubic yards of mostly concrete, asphalt and other inert material would equal approximately 18,200 tons (26,000 x 0.7 tons per cubic yard) of solid waste (*City of Santa Barbara Construction & Demolition Recycling Guide, undated*).

The project description for the proposed project (EIR section 3.3.2) proposes that asphalt and concrete demolition material would be hauled to an off-site recycling facility. It is also anticipated that on-site equipment and other building materials would be salvaged for reuse or recycling. These materials may include items such as roofing tiles,

exterior light fixtures, doors, elevators, landscaping, stone, metal railings, medical equipment, mechanical plant and related equipment, and metal recovered from electrical cable, conduit, ducts and plumbing.

Recycling and/or salvage of the materials described above would substantially reduce the amount of demolition waste that could potentially be sent to a landfill for disposal. The items identified for recycling/salvage, however, do not include demolition materials such as wood, wallboard and carpet, or construction-related wastes such as wood, metal and painting materials (paper and plastic drop cloths, cans, buckets, etc). Therefore, the proposed a construction/demolition waste salvage and recycling program may not achieve a total recovery/diversion rate of 70%, and could result in a significant short-term construction/demolition material disposal impact. This potential impact would be reduced to a less than significant level by implementing a comprehensive waste recovery/diversion plan for all construction/demolition waste generated by the proposed project. **Therefore, the potentially significant short-term impact resulting from the disposal of project-generated construction/demolition waste is a potentially significant but mitigable impact (Class II).**

#### **5.4.4 Cumulative Impacts**

The short-term solid waste disposal impact significance criteria used to evaluate the Workforce Housing project indicated that the project would result in a significant cumulative impact if less than 70% of the project's construction/demolition waste was not salvaged for reuse or diverted from landfill disposal by recycling. With implementation of a comprehensive waste recovery/diversion plan for all generated construction/demolition waste, the proposed project would not result in a substantial increase in the disposal of construction/demolition waste in Santa Barbara County. Therefore, the project's short-term contribution to cumulative solid waste disposal impacts can be reduced to a less than significant level.

#### **5.4.5 Mitigation Measures and Residual Impacts**

##### **Impacts That Can Be Reduced To a Less Than Significant Level**

**SW-1 Development of the Cottage Hospital Foundation Workforce Housing project would result in the generation of a substantial amount of construction/demolition waste. If less than 70% of this material is salvaged for reuse or otherwise recycled, the project would result in a significant short-term solid waste disposal impact. The mitigation measures provided below have been proposed by the Initial Study prepared for the proposed project and this EIR. Implementation of the mitigation measures would reduce short-term solid waste impacts of the project to a less than significant level (Class II).**

**SW-1a. Solid Waste Management Plan.** A solid waste management plan identifying measures for reuse, source reduction, and recycling shall be developed for construction and operation of the proposed project, and submitted to the City's Environmental Analyst and the County's Solid Waste Division for review and approval prior to building permit issuance.

**SW-1b. Construction and Demolition Material Salvage.** All construction/demolition waste generated by the Workforce Housing project shall be salvaged for reuse or be transported to an appropriate off-site recycling facility.

It is anticipated that compliance with mitigation measure SW-1b could feasibly be achieved by transporting segregated waste loads (i.e., loads containing only concrete or asphalt) to specialized processing/recycling facilities, which can recover close to 100% of the segregated waste loads; and by transporting mixed waste loads to an appropriate construction/demolition material recycling facility or facilities where it is anticipated that close to 70% of the material could be recovered for recycling. Since construction and demolition waste would be shipped from the project site in relatively small loads as it is generated, waste processing capacity impacts at receiving recycling facilities are not expected to occur.

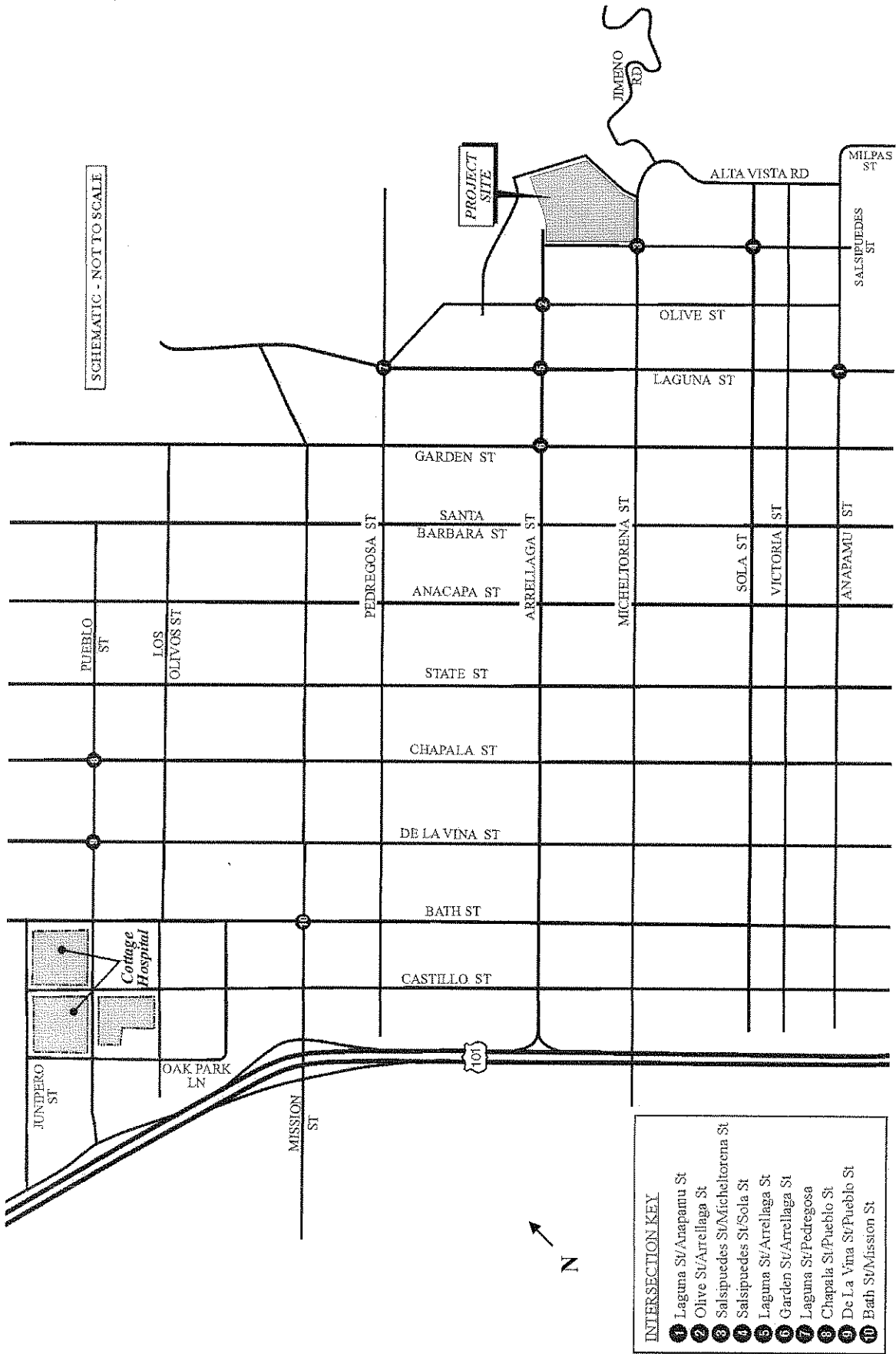
## 5.5 TRANSPORTATION, CIRCULATION AND PARKING IMPACTS AND MITIGATION MEASURES

The Initial Study prepared for the Cottage Hospital Foundation Workforce Housing project determined that the proposed project would not result in significant long-term traffic impacts, but also concluded that potential project-related impacts should be evaluated in an EIR to more fully consider traffic conditions, analysis assumptions, project-specific and cumulative impacts. The Initial Study also determined that the project should be evaluated to determine if it would necessitate revisions to a neighborhood traffic management plan that had previously been prepared for streets located in the project area; to evaluate the potential for short-term impacts from construction vehicle traffic; and potential short-term impacts to parking supply resulting from a demand by construction workers. The Initial Study determined that the proposed project would not result in significant traffic safety, emergency access or circulation impacts, and that no further evaluation of those issue areas was required.

The potentially significant short- and long-term transportation, circulation and parking impacts of the proposed project were evaluated by LSA Associates, Inc. (LSA) in a report entitled *Traffic Impact Analysis, Santa Barbara Cottage Hospital Foundation Workforce Housing Project, Santa Barbara, California*. The evaluation of potential traffic-related impacts was prepared consistent with the City of Santa Barbara General Plan Circulation Element and City Environmental Impact significance thresholds, the Santa Barbara County Association of Governments (SBCAG) Congestion Management Program (CMP), and applicable provisions of the California Environmental Quality Act (CEQA). The analysis and conclusions of the traffic impact evaluation are provided below, and a copy of the report prepared by LSA is included in EIR Volume II, Appendix G.

The location of the proposed project and the study area intersections analyzed in this EIR are depicted on Figure 5.5-1. The traffic analysis for the proposed project has been prepared to examine four scenarios. As discussed further in Section 5.5.2, the project site has long generated traffic associated with the Saint Francis hospital. The baseline traffic condition against which project traffic impacts are compared is established as the traffic level generated at the time the hospital was in operation.

1. **Baseline Traffic Conditions.** This scenario describes estimated traffic conditions when the Saint Francis Hospital was in operation.
2. **Baseline Plus Project Traffic Conditions.** This scenario describes traffic conditions that would result if hospital-related traffic was removed from baseline conditions and replaced with traffic generated by the Workforce Housing project.
3. **Cumulative Baseline Traffic Conditions.** This scenario estimates future cumulative traffic conditions based on traffic volumes when the Saint Francis Hospital was in operation.



Source: LSA, 2005

**Figure 5.5-1**  
 Project Location and Study Area Intersections

City of Santa Barbara  
 Santa Barbara Cottage Hospital Foundation Workforce Housing Project

- 4. Cumulative Baseline Plus Project Traffic Conditions.** This scenario describes future cumulative traffic conditions assuming that traffic generated by the Saint Francis Hospital is replaced by traffic generated by the Workforce Housing project.

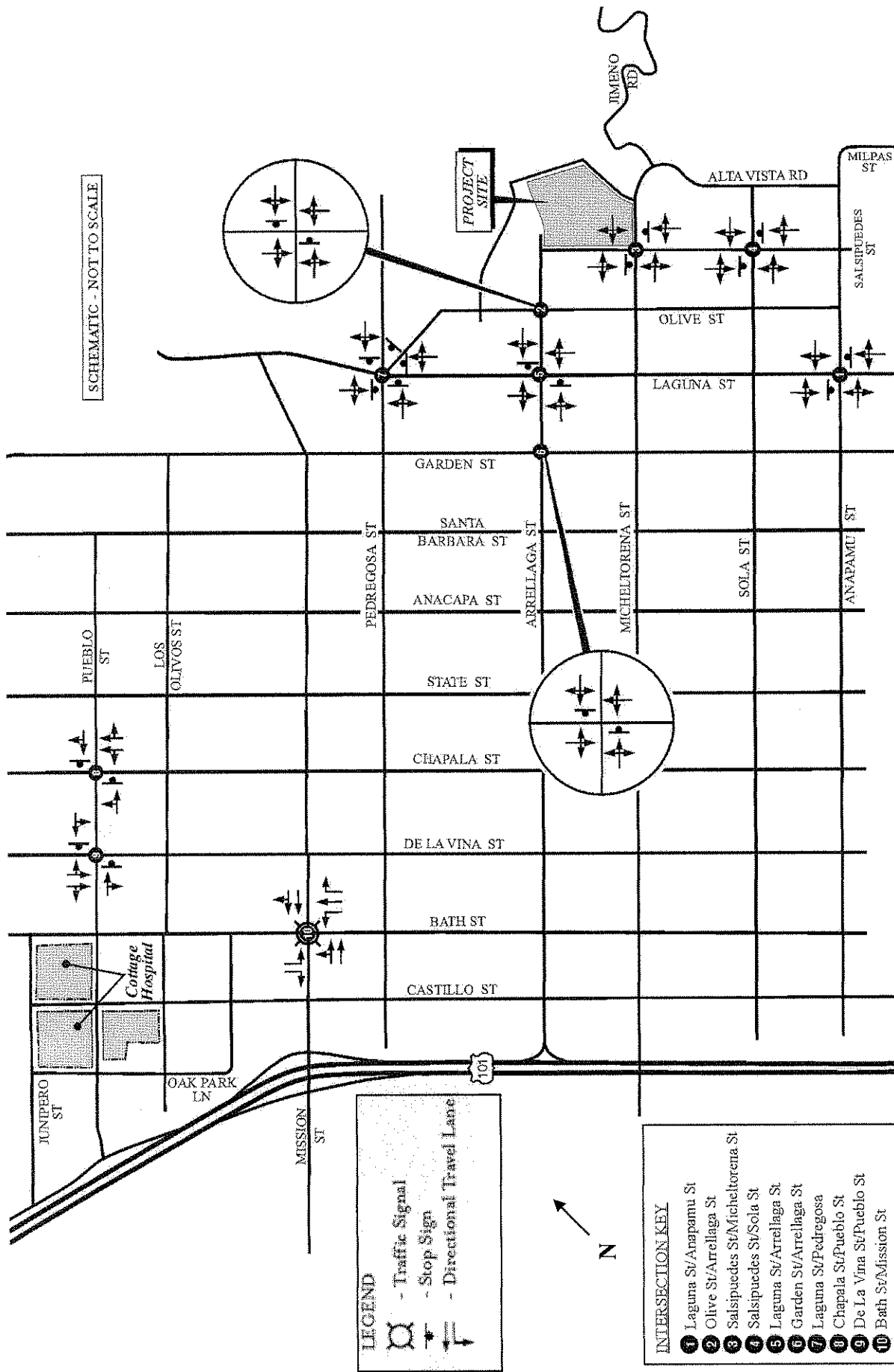
In addition to the project and cumulative traffic impact analysis summarized above, a second traffic analysis scenario is provided in this EIR for information purposes. This analysis scenario is based on traffic conditions that exist in the project area now that the Saint Francis hospital is closed. This supplemental analysis provides the following traffic scenarios: Existing Traffic Conditions, Existing Plus Project Traffic Conditions, Existing Plus Cumulative Traffic Conditions, and Existing Plus Cumulative Plus Project Traffic Conditions.

**Traffic Impact Analysis Methodology.** The study area to be evaluated by the EIR was developed in consultation with City of Santa Barbara Public Works staff and includes intersections and roadway segments in the vicinity of the project site. The study area analyzed in this report includes the following intersections and roadway segments. Figure 5.5-2 illustrates the existing lane geometrics at the study area intersections.

Study Area Intersections

Salsipuedes Street/Micheltorena Street (two-way stop)  
Salsipuedes Street/Sola Street (two-way stop)  
Olive Street/Pedregosa Street/Laguna Street (four-way stop)  
Olive Street/Arrellaga Street (two-way stop)  
Laguna Street/Arrellaga Street (two-way stop)  
Laguna Street/Anapamu Street (two-way stop)  
Garden Street/Arrellaga Street (two-way stop)  
Chapala Street/Pueblo Street (two-way stop)  
De la Vina Street/Pueblo Street (two-way stop)  
Bath Street/Mission Street (signalized)

**Intersection Level of Service Methodology.** The *Traffix* (Version 7.7) computer software was utilized to determine the levels of service (LOS) at signalized study area intersections based on the Intersection Capacity Utilization (ICU) methodology and at unsignalized intersections based on the *Highway Capacity Manual 2000* (HCM) methodology.



Source: LSA, 2005

**Figure 5.5-2**  
Existing Geometrics and Traffic Control

**City of Santa Barbara**  
Santa Barbara Cottage Hospital Foundation Workforce Housing Project



Consistent with City of Santa Barbara and CMP requirements, the ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. A saturation flow rate of 1,600 vehicles per hour (vph) and a clearance interval of 10 seconds has been used in the intersection LOS calculations.

The resulting v/c ratio is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS criteria for signalized intersections using the ICU methodology are presented below.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

The relationship between LOS and the Volume to Capacity Ratio is as follows:

Level of Service (LOS)	Volume to Capacity Ratio (V/C)
A	$\leq 0.60$
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	$> 1.00$

The HCM 2000 methodology has been used to determine intersection levels of service at unsignalized intersections. For the unsignalized HCM methodology, the LOS is presented in terms of average approach delay of the minor street (in seconds per vehicle). The relationship of delay and LOS at unsignalized intersections is summarized below.

LOS	Unsignalized Intersection Delay per Vehicle (sec)
A	$\leq 10.0$
B	$>10.0$ and $\leq 15.0$
C	$>15.0$ and $\leq 25.0$
D	$>25.0$ and $\leq 35.0$
E	$>35.0$ and $\leq 50.0$
F	$>50.0$

### 5.5.1 Setting

The following discussion provides an overview of the regional and local transportation and circulation systems in and around the project site, including roadways and public transportation. Bicycle and pedestrian facilities are discussed later in this section.

**Existing Circulation System.** Key roadways in the vicinity of the project site are described below.

U.S. Highway 101. U.S. Highway 101 (U.S. 101) connects the City of Santa Barbara with San Luis Obispo County to the north and the Ventura and Los Angeles counties to the southeast. Within the project study area, U.S. 101 is oriented in a northwest-southeast direction and provides access to the project site via its interchanges at Milpas Street, Garden Street, Arrellaga Street, and Mission Street.

Micheltorena Street. Micheltorena Street is a two-lane undivided east-west street located south of the project site. Micheltorena Street provides access to the proposed project site via Salsipuedes Street. Micheltorena Street is a two-lane road that provides on-street parking for the vacant St. Francis building and other adjacent residential and medical land uses.

Salsipuedes Street. Salsipuedes Street is a two-lane east-west street located west of and adjacent to the project site. Salsipuedes Street provides direct access to the project site via a new access driveway located between Arrellaga Street and Micheltorena Street. Salsipuedes Street is a two-lane road with on-street parking south of Micheltorena Street for the hospital and other adjacent residential and medical land uses. With the implementation of the proposed project, the alley way along Salsipuedes Street between Arrellaga Street and Micheltorena Street would become a public road.

Arrellaga Street. Arrellaga Street is a two-lane east-west street located north of and adjacent to the project site. Arrellaga Street provides direct access to the project site via Salsipuedes Street and via an access driveway at the terminus of this roadway. Arrellaga Street is a two-lane road with on-street parking for the vacant St. Francis Hospital and other adjacent residential and medical land uses. Arrellaga Street provides regional access to the proposed project site from its interchange with U.S. 101 northbound ramps.

California Street. California Street is a two-lane north-south street located southeast of and adjacent to the project site. California Street provides direct access to the project site via an access driveway approximately 120 feet south of Grand Avenue. California Street is a two-lane road with no on-street parking provided.

Milpas Street. Milpas Street is a four-lane north-south street located southeast of the project site. Milpas Street provides regional access to the project site from its interchange with U.S. 101. Vehicles destined south to Ventura and Los Angeles County access the project site via Milpas Street from U.S. 101.

State Street. State Street is a four-lane undivided north-south street located east of the hospital site. State Street provides access to the eastern portion of the Cottage Hospital site via its connections to Quinto Street, Pueblo Street, and Mission Street.

Mission Street. Mission Street is a four-lane east-west major street located north of the project site. Mission Street provides access to the proposed project site from its interchange with U.S. 101. Mission Street is designated a Principal Arterial on the CMP system of roadways. In addition, Mission Street provides access to Cottage Hospital from the project site.

## **Baseline Intersection Level of Service Conditions**

The baseline traffic conditions against which the traffic effects of the proposed project are compared is established for purposes of this CEQA environmental review as the traffic conditions that existed when the St. Francis Medical Center was in operation. CEQA provides guidance for establishing baseline environmental conditions, and indicates that baseline traffic conditions are normally established as the existing conditions in place at the time the proposed project's environmental review process starts. However, CEQA also directs that in the circumstances involving an already developed site, project impacts are measured as the net change to the environment between the existing development and proposed replacement development.

In the case of the Workforce Housing project, the project site has been developed with the St. Francis Medical Center since the early 1900's. As a result, traffic associated with hospital operations has been occurring on surrounding area roadways for many decades. The hospital closed in June 2003, and permit applications for the proposed project were submitted in November 2003. The project application was deemed to be complete in June 2004. During the interim period between the closure of the Saint Francis Hospital and the proposed housing project, traffic levels on project area roadways have been reduced, however, these conditions do not represent the long-term traffic conditions associated with the long-term development that has existed on the project site. Although the hospital closed, the structures are still located on the site and could be operating with allowable medical or office uses. As such the appropriate baseline traffic condition for this traffic analysis is the traffic levels that existed at the time the hospital was in operation. For information and comparison purposes, this EIR also identifies existing traffic levels at the time the environmental review for the proposed project commenced, and a second traffic analysis is provided that compares project traffic effects against the current lower traffic conditions.

Additional information regarding how existing baseline conditions were estimated is provided below.

**Saint Francis Hospital Trip Generation.** The trip generation characteristics associated with the former operation of the St. Francis Hospital were estimated in a report entitled *Revised Traffic, Circulation and Parking Study for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project* (Associated Transportation Engineers [ATE], May 6, 2004). The ATE study estimated the trip generation of the former hospital operation assuming that the hospital contained 85 beds and a 9-bed convent facility. Table 5.5-1 provides the trip generation estimates for the former hospital facility. As Table 5.5-1 illustrates, if the existing hospital facility were in operation, it would generate approximately 1,023 average daily trips (ADT), 97 a.m. peak-hour trips, and 113 p.m. peak-hour trips.

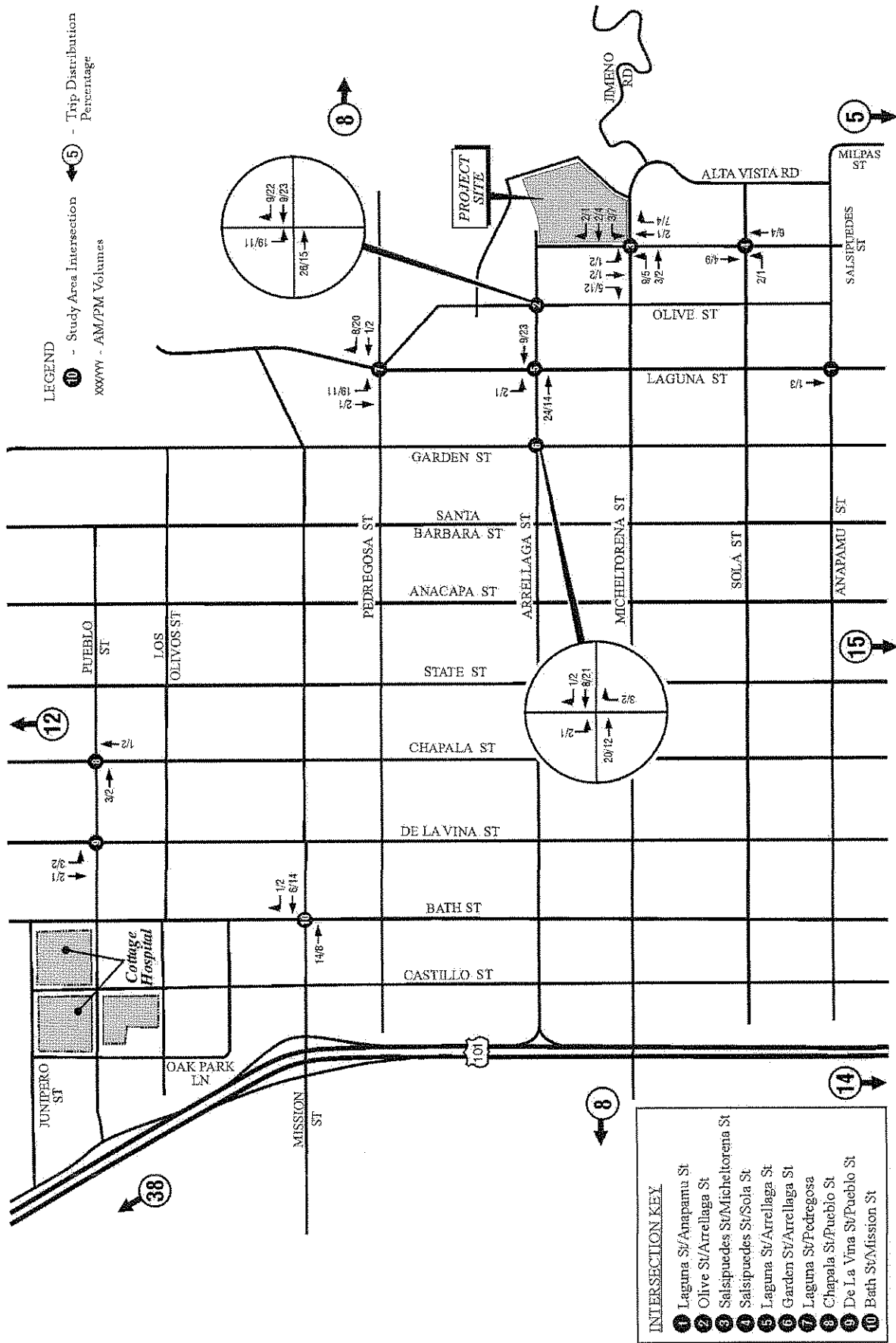
**Table 5.5-1**  
**Estimated Saint Francis Hospital Trip Generation**

Land Use	Size	Unit	ADT	In	Out	Total	In	Out	Total
<b>Trip Rates</b>									
Hospital		Beds	11.81	0.79	0.34	1.13	0.47	0.83	1.30
Convent		Beds	2.15	-	-	0.06	-	-	0.17
<b>Trip Generation</b>									
<b>Existing Uses</b>									
Hospital	85	Beds	1,004	67	29	96	40	71	111
Convent	9	Beds	19	1	0	1	1	1	2
<b>Total Trip Generation</b>			<b>1,023</b>	<b>68</b>	<b>29</b>	<b>97</b>	<b>41</b>	<b>72</b>	<b>113</b>

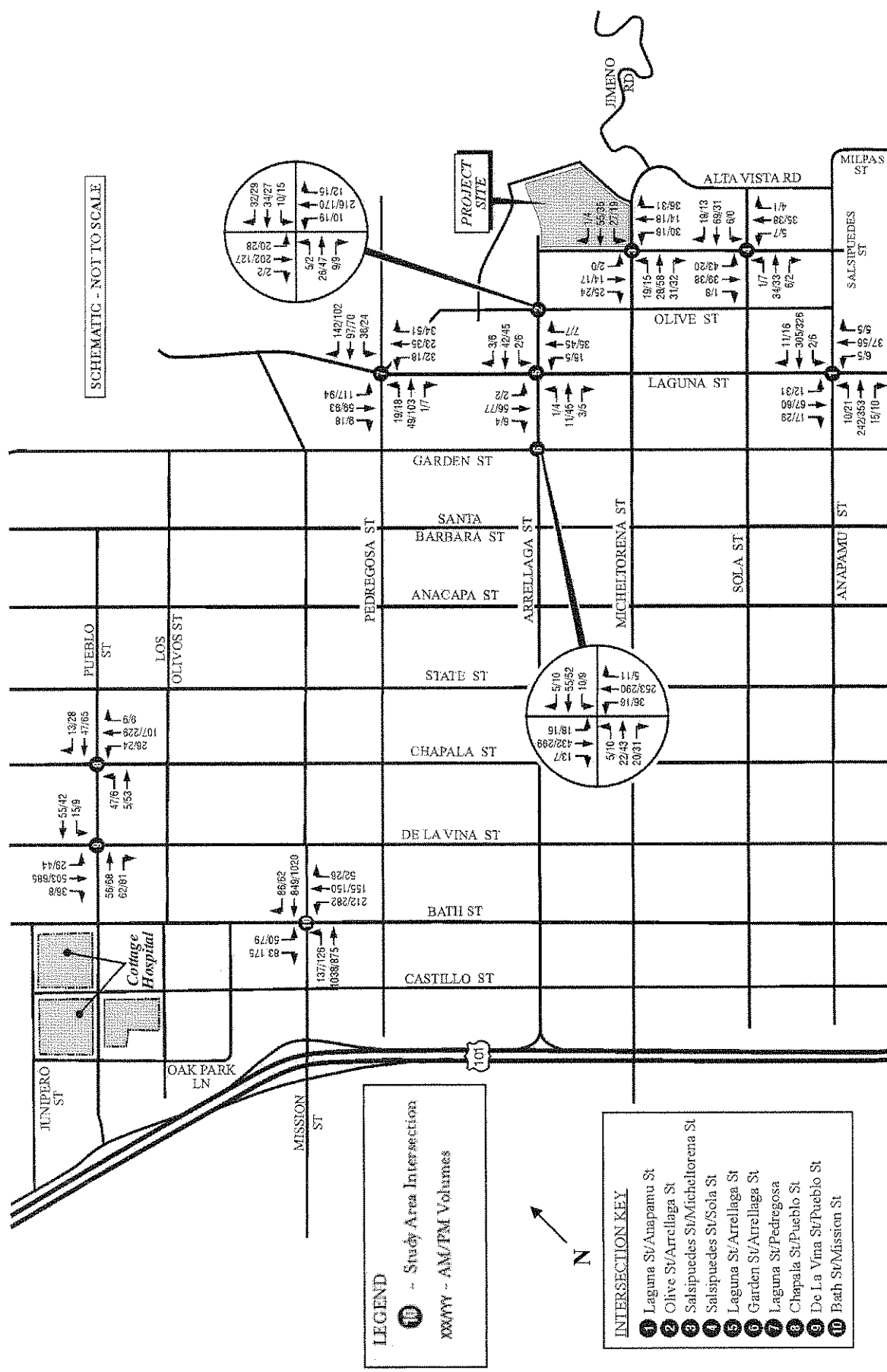
Source: ATE, *Revised Traffic, Circulation and Parking Study for the Santa Barbara Cottage Hospital Workforce Housing Project*, May 6, 2004.

**Baseline Traffic Conditions.** To determine the baseline setting conditions at intersections and along street segments in the project study area, existing traffic volumes were counted on December 8, 2004 and trips associated with the operation of the Saint Francis Medical Center were distributed and added to the existing traffic volumes. One intersection, Mission Street/Bath Street was also analyzed in the Santa Barbara Cottage Hospital (SBCH) EIR. The traffic counts at this intersection for the previous analysis were compared with the December 8, 2004 counts. It was determined that the traffic counts taken for the SBCH EIR on March 24, 2004 are higher than those taken in December 8, 2004. To provide the most conservative analysis, the counts taken from the previous study were used in this analysis. Regional trip distribution characteristics similar to those used in the *St. Francis Medical Office Building EIR* (SAIC, July 2000) were used to distribute Saint Francis Hospital traffic. According to the *Saint Francis Medical Office Building EIR* traffic study, approximately 45 percent of hospital's trips were destined north via U.S. 101 and State Street; 20 percent were destined west via Mission Street and Micheltorena Street; 10 percent were destined south through downtown; 10 percent were destined east via Los Olivos Street and Anapamu Street; and 15 percent headed southeast via U.S. 101. Figure 5.5-3 illustrates the regional trip distribution percentages and corresponding trip assignment for St. Francis Hospital. Figure 5.5-4 presents the existing plus hospital a.m. and p.m. peak-hour turn movement volumes for the study area intersections.

Table 5.5-2 summarizes the results of the baseline (with traffic from St. Francis Hospital) a.m. and p.m. peak-hour LOS analysis for the 10 study area intersections. As discussed above, the LOS were determined using the ICU methodology for signalized intersections and the HCM 2000 methodology for unsignalized study area intersections. As indicated on Table 5.5-2, all study area intersections operate at satisfactory LOS (LOS C or better) during the a.m. and p.m. peak hour baseline condition.



Source: LSA, 2005



Source: LSA, 2005

**Figure 5.5-4**  
 Existing Plus Hospital AM and PM Peak Hour Traffic

**Table 5.5-2**  
**Estimated Baseline (with Hospital) Intersection Level of Service (LOS) Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Unsignalized Intersections</b>				
1. Anapamu Street/Laguna Street	15.2	C	20.0	C
2. Arrellaga Street/Olive Street	13.5	B	12.0	B
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A
4. Sola Street/Salsipuedes Street	10.4	B	9.9	A
5. Arrellaga Street/Laguna Street	10.0	B	10.2	B
6. Arrellaga Street/Garden Street	19.8	C	16.3	C
7. Pedregosa Street/Laguna Street-Olive Street	9.3	A	9.1	A
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B
9. Pueblo Street/De La Vina Street	15.4	C	18.4	C
	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>
<b>Signalized Intersection</b>				
10. Mission Street/Bath Street	0.66	B	<i>0.80</i>	<i>C</i>

Notes:

**Bold** and *italic* numbers represent impacted intersections

An intersection is considered "impacted" in the baseline condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

### Cumulative (2015) Baseline Traffic Conditions

The Workforce Housing project is proposed to be completed by 2007. To provide a conservative analysis of traffic growth, a 10-year cumulative horizon was developed to identify cumulative traffic impacts of the proposed project. To develop a cumulative (2015) condition, a list of funded transportation system improvements was requested from the City, and traffic volumes for other committed and/or approved (cumulative) developments within this time frame were added to the existing baseline traffic volumes. No funded transportation system improvements were identified by the City. The cumulative baseline assumes the Saint Francis Hospital is in full operation.

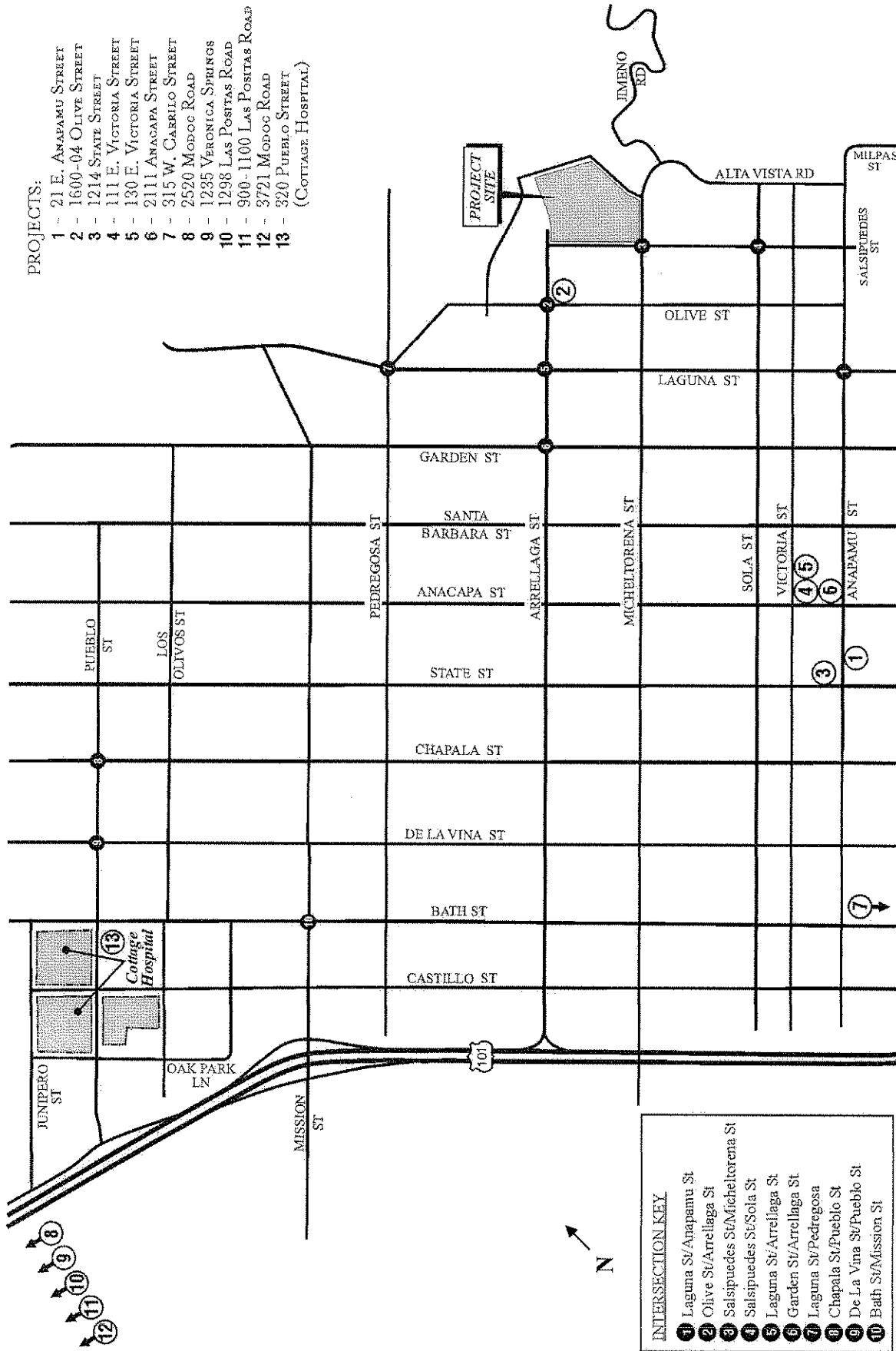
**Pending and/or Approved (Cumulative) Projects.** A list of cumulative projects was provided by the City of Santa Barbara Planning Department (see Appendix D). A majority of the identified projects, however, are very small and would only generate a nominal number of vehicle trips. To represent any projects that would generate less than 10 peak-hour trips, a growth rate of one percent per year was added to the baseline traffic volumes. Cumulative projects that would generate more than 10 peak-hour trips were then added to the baseline plus growth rate traffic volumes to arrive at the cumulative (2015) condition. In addition, cumulative projects analyzed in the Cottage Hospital EIR were included in the cumulative baseline. A total of 13 cumulative projects are included



in the cumulative baseline. The following projects were used to develop the cumulative baseline for this analysis.

1. **21 E. Anapamu Street:** approximately 12 residential units.
2. **1600-04 Olive Street:** approximately 5,367 square feet for Bed & Breakfast use.
3. **1214 State Street:** addition of 13,360 square feet to the Granada Theater.
4. **111 E. Victoria Street:** approximately 9,905 square feet for office use.
5. **130 E. Victoria Street:** approximately 10,204 square feet for commercial use.
6. **1211 Anacapa Street:** approximately 8,810 square feet of office use
7. **315 W. Carrillo Street:** 61 apartment dwelling units
8. **2520 Modoc Road:** 18 single-family dwelling units
9. **1235 Veronica Springs Road:** 178 apartment dwelling units
10. **1298 Las Positas Road:** approximately 12,950 square-foot community center
11. **900—1100 Las Positas Road:** 24 single-family dwelling units
12. **3721 Modoc Road:** approximately 9,120 square feet of classroom expansion
13. **320 Pueblo Street (Santa Barbara Cottage Hospital):** demolition of approximately 283,263 square feet of existing hospital structures, construction of approximately 472,450 square feet of new hospital structures, acute care ambulatory and ancillary support services, construction of a helipad, two parking structures, and a three-structure day care complex.

The locations of the 13 cumulative projects are shown in Figure 5.5-5. Table 5.5-3 presents the trip generation for the cumulative projects. Project trip generation for the cumulative projects was determined utilizing trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition (2003). Traffic generated by these cumulative projects was assigned to the local roadways and intersections based on logical origins and destinations for each type of land use. Figure 5.5-6 illustrates the resulting cumulative baseline (existing plus hospital plus growth plus cumulative projects) a.m. and p.m. peak hour traffic volumes.



Source: LSA, 2005

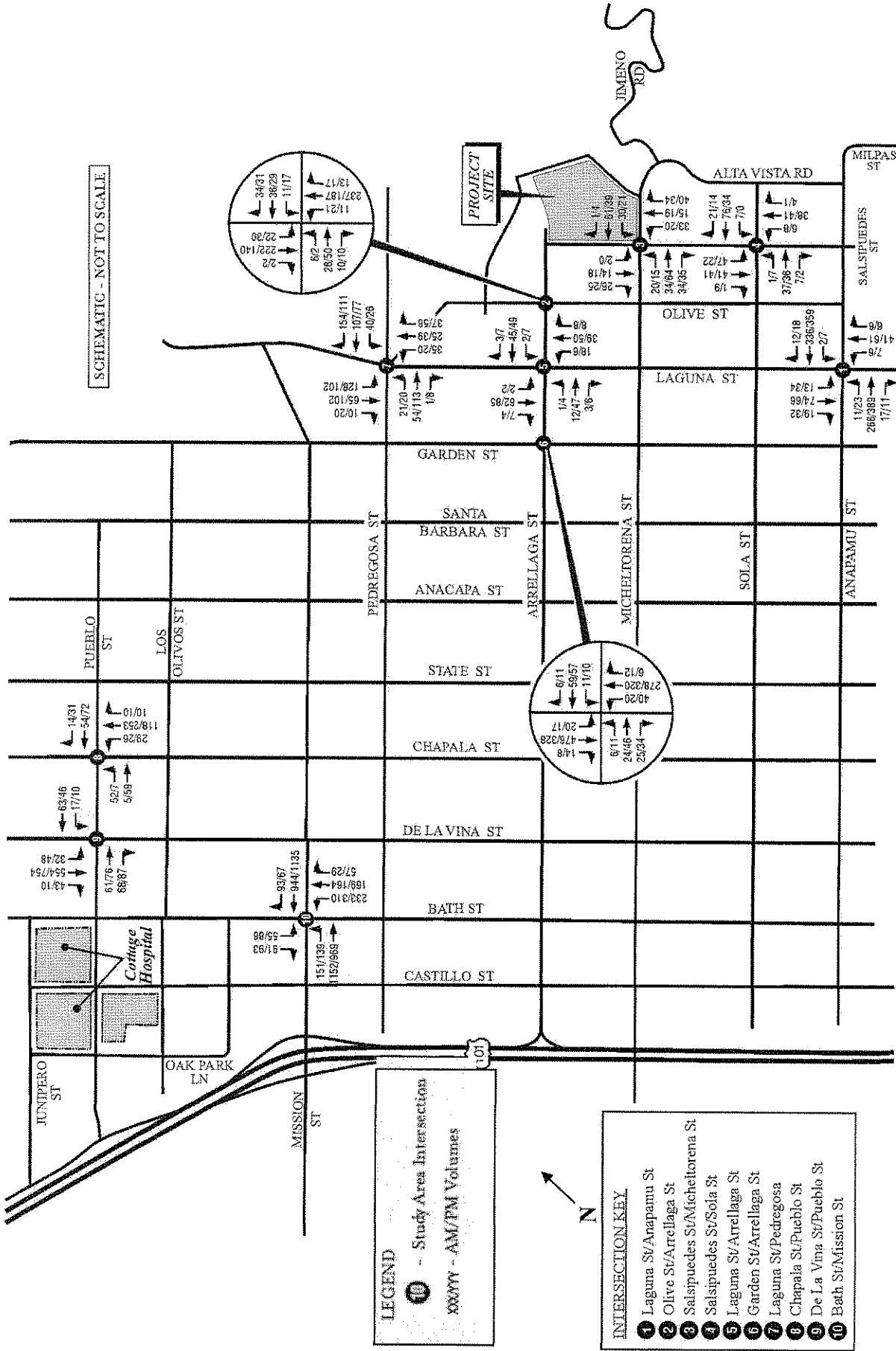
**City of Santa Barbara**  
 Santa Barbara Cottage Hospital Foundation Workforce Housing Project

**Figure 5.5-5**  
 Cumulative Project Locations

**Table 5.5-3**  
**Cumulative Projects Trip Generation Summary**

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1 21 E. Anapamu Street Single Family Detached									
Trip Rate		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Trip Generation	12	DU	115	2	7	9	8	4	12
2 1214-16 State Street Granada Performing Arts Theater									
Trip Rate			0.00	0.00	0.00	0.00	0.00	0.00	0.00
Trip Generation	16.630	TSF	0	0	0	0	0	0	0
3 1600 Olive Street Bed & Breakfast									
Trip Rate		Rooms	9.11	0.23	0.41	0.64	0.31	0.27	0.58
Trip Generation	6	Rooms	55	1	2	4	2	2	3
1604 Olive Street Bed & Breakfast									
Trip Rate		Rooms	9.11	0.23	0.41	0.64	0.31	0.27	0.58
Trip Generation	6	Rooms	55	1	2	4	2	2	3
4 111 E. Victoria Street Office Building									
Trip Rate		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Trip Generation	9.90	TSF	109	14	2	15	3	12	15
5 130 E. Victoria Street County Clerk Recorder's Office									
Trip Rate		TSF	68.93	1.47	4.41	5.88	0.76	0.45	1.21
Trip Generation	10.20	TSF	703	15	45	60	8	5	12
6 1221 Anacapa Street Office Building									
Trip Rate		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Trip Generation	8.810	TSF	97	12	2	14	2	11	13
7 315 W. Carrillo Street Apartments									
Trip Rate		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62
Trip Generation	61	DU	410	6	25	31	24	13	38
8 2520 Modoc Road Single Family Detached									
Trip Rate		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Trip Generation	18	DU	172	3	10	14	12	7	18
9 1235 Veronica Springs Road Apartments									
Trip Rate		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62
Trip Generation	178	DU	1,196	18	73	91	71	39	110
10 1298 Las Positas Road Community Center									
Trip Rate		TSF	22.88	0.99	0.63	1.62	0.48	1.16	1.64
Trip Generation	12.950	TSF	296	13	8	21	6	15	21
11 900-1100 Las Positas Road Single Family Detached									
Trip Rate		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Trip Generation	24	DU	230	5	13	18	15	9	24
12 3721 Modoc Road Private School									
Trip Rate		TSF	-	6.55	5.36	11.91	3.33	3.47	6.80
Trip Generation	9.120	TSF	-	60	49	109	30	32	62
13 320 Pueblo Street (Santa Barbara Cottage Hospital Modernization and Seismic Compliance Plan)									
Trip Generation			1,375	101	22	123	20	91	111
<b>Total Cumulative Trip Generation</b>			<b>4,813</b>	<b>251</b>	<b>261</b>	<b>512</b>	<b>203</b>	<b>241</b>	<b>444</b>

Notes:  
DU = Dwelling Unit



Source: LSA, 2005

**Figure 5.5-6**  
 Cumulative Plus Hospital AM and PM Peak Hour Traffic

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 Santa Barbara Cottage Hospital Foundation Workforce Housing Project

**Cumulative Baseline Intersection Level of Service.** Table 5.5-4 summarizes the results of the cumulative baseline (existing plus hospital plus growth plus cumulative projects) a.m. and p.m. peak-hour LOS analysis for all study area intersections. As this table indicates, study area intersections are forecast to operate at satisfactory LOS (LOS C or better) in the cumulative (2015) condition, with the exception of the following intersections:

- Anapamu Street/Laguna Street (23.9 sections of delay in the p.m. peak hour)
- Arrellaga Street/Garden Street (22.9 sections of delay in the a.m. peak hour)
- Mission Street/Bath Street (0.0.89 V/C in the p.m. peak hour)

**Table 5.5-4  
Cumulative Baseline Intersection Level of Service (LOS) Summary**

	Cumulative Baseline Conditions			
	AM Peak Hour		PM Peak Hour	
Intersection	Delay (sec)	LOS	Delay (sec)	LOS
<b>Unsignalized Intersections</b>				
1. Anapamu Street/Laguna Street	16.6	C	<b>23.9</b>	<b>C</b>
2. Arrellaga Street/Olive Street	14.2	B	12.5	B
3. Micheltorena Street/Salsipuedes Street	9.9	A	9.5	A
4. Sola Street/Salsipuedes Street	10.6	B	10.0	A
5. Arrellaga Street/Laguna Street	10.2	B	10.3	B
6. Arrellaga Street/Garden Street	<b>22.9</b>	<b>C</b>	18.1	C
7. Pedregosa Street/Laguna Street-Olive Street	9.7	A	9.5	A
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	B
9. Pueblo Street/De La Vina Street	16.7	C	20.6	C
	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>
<b>Signalized Intersection</b>				
10. Mission Street/Bath Street	0.73	C	<b>0.89</b>	<b>D</b>

Notes: **Bold italic** numbers represent impacted intersections

An intersection is considered "impacted" in the cumulative baseline condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

## 5.5.2 Transportation Impact Significance Guidelines

Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

**Impact Evaluation Guidelines.** A proposed project may have a significant impact on traffic, circulation, and parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g. narrow width, roadside ditches, sharp curves, poor sight distance, and inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

**Traffic Impact Significance Thresholds.** The City uses levels of service (LOS) “A” through “F” to describe operating conditions at signalized intersections in terms of volume-to-capacity (v/c) ratios, with LOS A (0.50-0.60 v/c) representing free flowing conditions and LOS F (1.00+ v/c) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 v/c).

For purposes of environmental assessment, LOS C at 0.77 v/c is the threshold level of service against which project impacts are measured. An intersection is considered “impacted” if the v/c ratio exceeds 0.77 v/c.

Project-Specific Significant Impact.

A project-specific significant impact results when:

- Project peak-hour traffic would cause a signalized intersection to exceed 0.77 v/c, or the v/c of an intersection already exceeding 0.77 v/c would be increased by 0.01 (1 percent) or more as a result of project peak-hour traffic.
- Project peak-hour traffic would cause an unsignalized intersection to exceed 22 seconds of delay or if an unsignalized intersection already exceeding 22 seconds of delay would be increased by 1 percent or more as a result of the project.

Significant Cumulative Contribution.

A project would result in a significant contribution to cumulative traffic impacts when:

- Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 v/c or 22 seconds of delay, or
- Project would contribute traffic to an intersection already exceeding 0.77 v/c or 22 seconds of delay.

### 5.5.3 Impact Evaluation

**Project Trip Generation.** Trip generation estimates for the proposed project (115 condominium dwelling units) were calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation manual. According to City staff, the trip generation characteristics of condominiums in the City of Santa Barbara are similar to the trip generation of single-family homes as described in the ITE Trip Generation Manual. To accurately represent the trip generation of the proposed condominium project, trip rates for “Single-Family Residential” (Land Use Code 210) were used instead of condominium trip rates to generate vehicle trips of the proposed project. Table 5.5-5 shows the trip rates and the trip generation for the proposed project. The project is forecast to generate approximately 1,101 ADT, 87 a.m. peak-hour trips, and 116 p.m. peak-hour trips.

**Table 5.5-5  
Workforce Housing Trip Generation Summary**

Land Use	Size	Unit	ADT	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Cottage Workforce Housing									
Trip Rates <sup>1</sup>		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Trip Generation	115	DU	1,101	22	65	87	73	43	116

DU = dwelling unit

<sup>1</sup> Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition. Land Use Code 210: Single-Family Housing

**Trip Generation Comparison.** The trip generation estimates for Saint Francis Hospital facilities and the proposed housing project were compared to determine the net change in trips resulting from the proposed change in land use at the project site. Table 5.5-6 compares the trip generation estimates for the proposed housing project and the Saint Francis Hospital.

**Table 5.5-6**  
**St. Francis Hospital and Proposed Project Trip Generation Comparison**

Land Use	ADT	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
St. Francis Hospital	1,023	68	29	97	41	72	113
Proposed Project	1,101	22	65	87	73	43	116
<b>Net Change in Trips</b>	<b>78</b>	<b>-46</b>	<b>36</b>	<b>-10</b>	<b>32</b>	<b>-29</b>	<b>3</b>

As shown in Table 5.5-6, the proposed project is forecast to generate approximately 78 more daily trips, 10 fewer a.m. peak-hour, and three more p.m. peak-hour trips than the Saint Francis Hospital. Although the project is forecast to generate a similar number of trips as the Saint Francis Hospital, the directional distribution would be changed. The hospital has the highest traffic volumes inbound in the morning and outbound in the evening. With the residential land use, the highest traffic volumes would be outbound in the morning and inbound in the evening.

**Trip Distribution and Assignment.** The distribution of project-related traffic onto area roadways is based on logical routes of travel to major transportation, shopping, and employment opportunities located in the region. A percentage of the project traffic was distributed to Santa Barbara Cottage Hospital, since the project would provide housing for Cottage Hospital employees. Project traffic volumes for vehicles entering and exiting the project site were distributed and assigned to the adjacent street system based on the proximity to the following major arterials: Micheltorena Street, Mission Street, State Street, De la Vina Street, and Santa Barbara Street.

Approximately 70 percent of the residential units are expected to serve employees of Cottage Hospital, located northwest of the project site. The remaining 30 percent of the residential units would be sold at market rate to the public. Seventy percent of the project trips were not distributed to Cottage Hospital because it was assumed that spouses of Cottage Hospital employees would travel to other areas within the City.

For purposes of the project trip distribution, it was assumed that 50 percent of the total project trips would be destined for Cottage Hospital, with the remaining 50 percent destined throughout the City. Based on the proximity to downtown and other employers within the City, approximately 15 percent of the project trips would be destined north via U.S. 101; 10 percent southeast on U.S. 101 via Milpas Street; and 25 percent south



through downtown and the harbor. Figure 5.5-7 illustrates the regional trip distribution percentages and trip assignment for the proposed project.

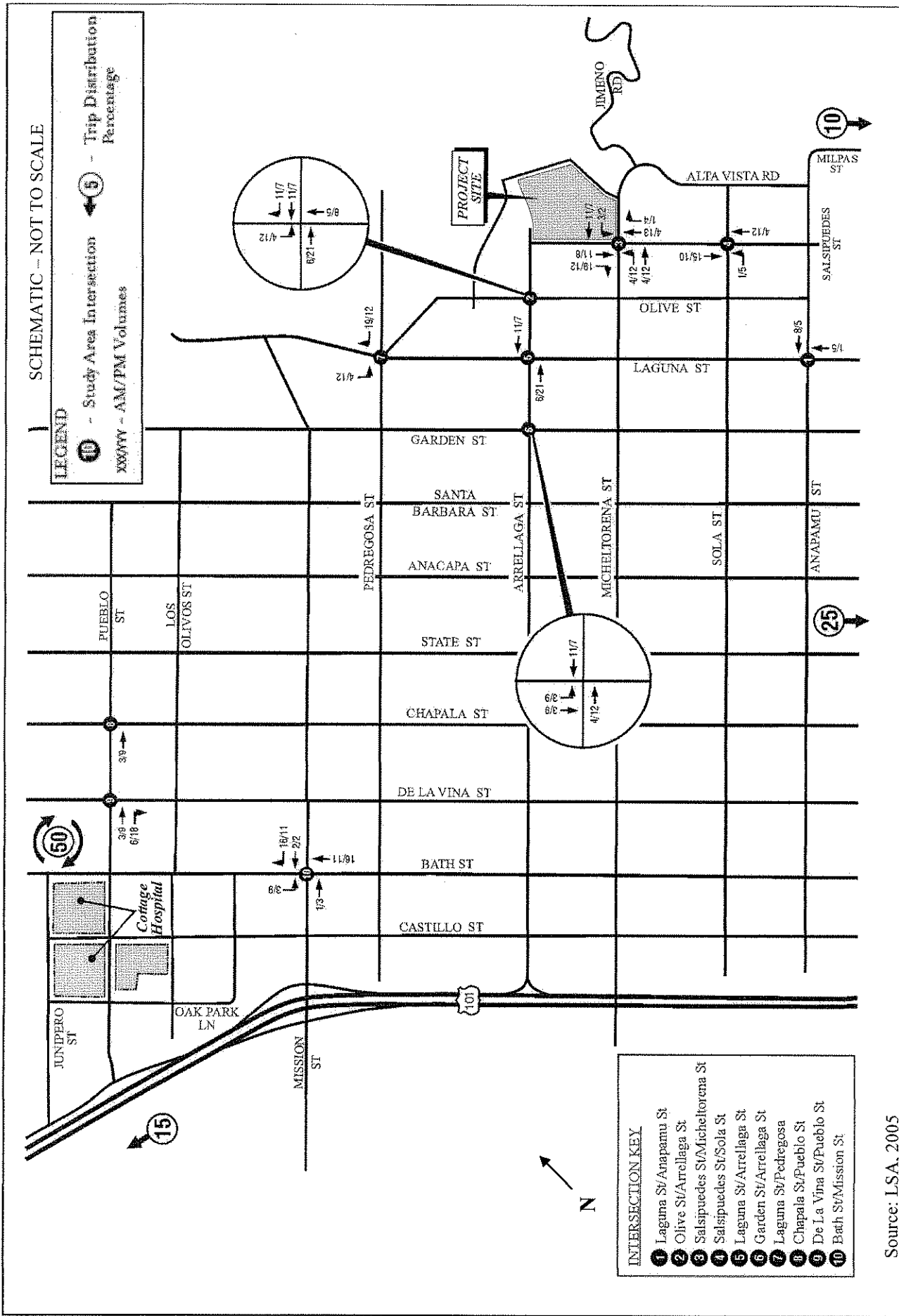
### **Baseline Plus Project Traffic (Project Specific Impacts)**

Existing plus proposed project traffic conditions were compared to the baseline (with hospital) traffic at the study area intersections. Figure 5.5-8 shows the existing plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections. The resulting net change in traffic resulting from the replacement of the hospital with the proposed project is illustrated in Figure 5.5-9.

Table 5.5-7 summarizes the results of the baseline plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. A comparison of the results to the baseline condition is also presented. The net change in a.m. and p.m. intersection operations depicted on Table 5.5-7 occurs as a result of differences in both trip generation characteristics and trip distribution characteristics between the former hospital operation and the proposed housing project.

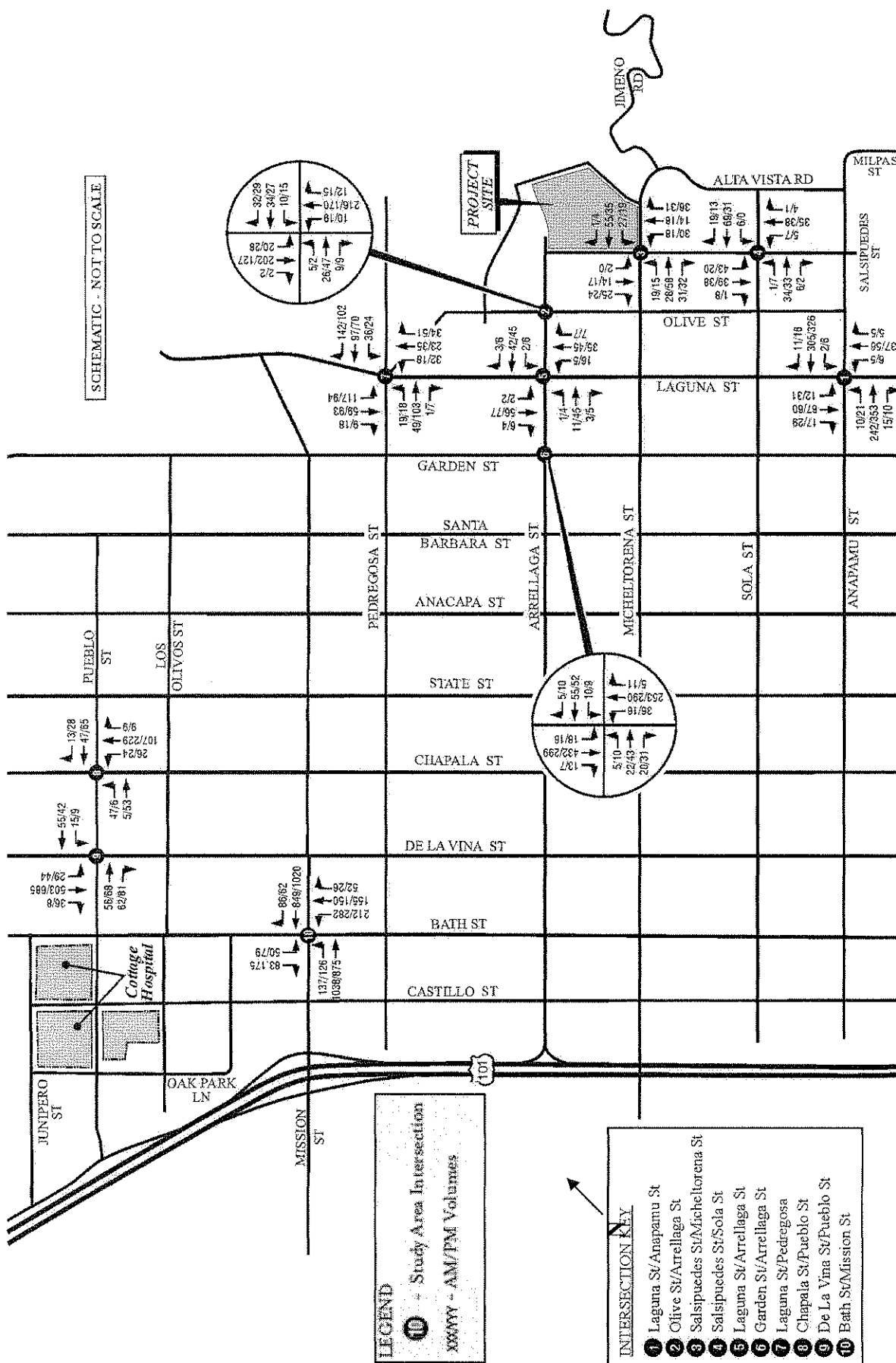
As depicted on Table 5.5-7, the net change between a.m. and p.m. peak hour traffic conditions that existed when the Saint Francis Hospital was in operation, and that would occur after the proposed project is occupied, is very small. For example, the net change in turning movement delays during the a.m. peak hour would be increased at four unsignalized intersection by 0.1 or 0.2 seconds. The a.m. turning movement delays at two intersections would decrease by 0.1 of a second, while the delay at the Arrellaga St./Olive Street intersection would decrease by 0.9 seconds. The Mission Street/Bath Street intersection is signalized and there would be no net change in intersection capacity utilization. Similar to the a.m. peak hour, project-related changes to the operation of study area intersections during the p.m. peak hour period would also be very minor. As Table 5.5-7 indicates, study area intersections are forecast to operate at acceptable LOS (LOS C or better) with the exception of the Mission Street/Bath Street intersection, which will operate at 0.80 v/c in the p.m. peak hour. However, there would be no net change in overall traffic conditions when the baseline conditions that existed when the Saint Francis Hospital was in operation are compared to the existing plus project traffic scenario. Therefore, the proposed project would not significantly impact any intersections based on the City's significance threshold for intersection operations.

In general, the operation characteristics of study area intersections would not be substantially changed by the proposed project when compared to baseline conditions. Calculated increases and decreases in intersection turning movement delays and intersection capacity utilization would be so small that a change in overall intersection operation would not be perceptible during either the a.m. or p.m. peak hours. **Therefore, project-related impacts to intersection operations is a Class III impact and no mitigation measures are required.**



**Figure 5.5-7**  
Project Trip Assignment and Distribution

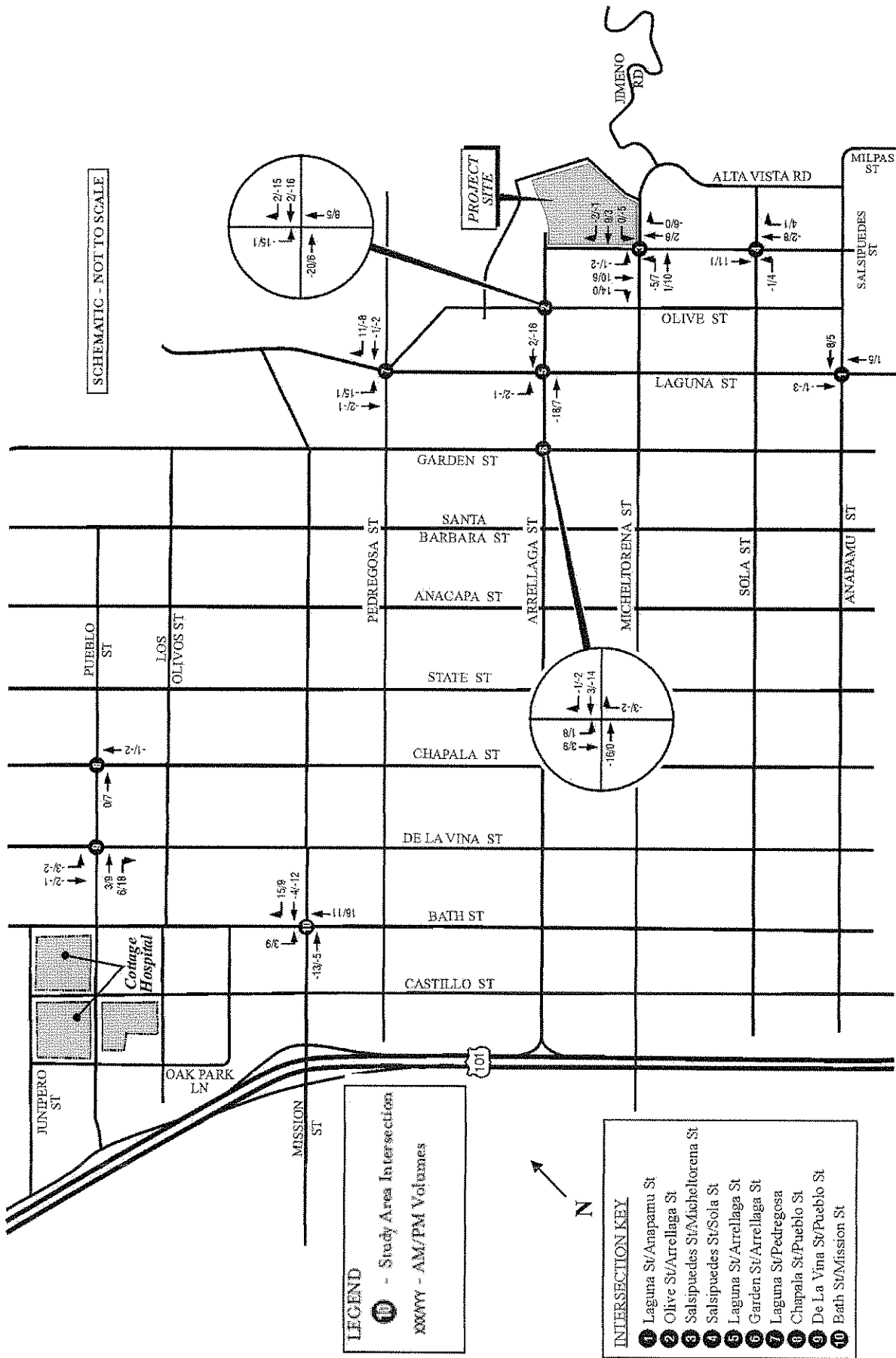
City of Santa Barbara  
Santa Barbara Cottage Hospital Foundation Workforce Housing Project



Source: LSA, 2005

**Figure 5.5-8**  
Existing Plus Project AM and PM Peak Hour Traffic

City of Santa Barbara  
Santa Barbara Cottage Hospital Foundation Workforce Housing Project



Source: LSA, 2005

**Figure 5.5-9**  
Net Change AM and PM Peak Hour Traffic

**City of Santa Barbara**  
*Santa Barbara Cottage Hospital Foundation Workforce Housing Project*

**Table 5.5-7  
Net Project Intersection Level of Service (LOS) Summary**

Intersection	Baseline Condition			Existing + Project Condition			Net Project	
	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Net Change	Net Change
<b>Unsignalized Intersections</b>								
1. Anapamu Street/Laguna Street	15.2	C	20.0	C	15.3	C	0.1	0.0
2. Arrellaga Street/Olive Street	13.5	B	12.0	B	12.6	B	-0.9	0.2
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A	9.9	A	0.2	0.4
4. Sola Street/Salsipuedes Street	10.4	B	9.9	A	10.5	B	0.1	0.1
5. Arrellaga Street/Laguna Street	10.0	B	10.2	B	10.0	B	0.0	-0.1
6. Arrellaga Street/Garden Street	19.8	C	16.3	C	20.0	C	0.2	0.0
7. Pedregosa Street/Laguna Street-Olive Street	9.3	A	9.1	A	9.2	A	-0.1	0.0
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B	10.1	B	0.0	0.1
9. Pueblo Street/De La Vina Street	15.4	C	18.4	C	15.2	C	-0.2	0.0
<b>Signalized Intersection</b>								
10. Mission Street/Bath Street	0.66	B	0.80	C	0.66	B	0.000	0.000

Notes:

**Bold** and *italicized* numbers represent impacted intersections.

An intersection is considered "impacted" in the baseline condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

## **Existing Traffic Conditions Scenario**

The analysis of potential project-related traffic impacts has been based on a comparison of recent traffic conditions that existed when the Saint Francis Hospital was in operation and conditions that would exist after the implementation of the housing project. For information and comparison purposes, an additional traffic impact analysis was conducted based on a comparison of expected project-related conditions and traffic that presently exist in the project area (i.e., without the traffic formerly generated by Saint Francis Hospital). This supplemental analysis of potential traffic impacts was conducted using methodologies similar to those used for the analysis when it was assumed Saint Francis Hospital was still in operation.

**Existing Intersection Level of Service Analysis.** Figure 5.5-10 presents existing traffic levels (i.e., data from traffic counts taken December 8, 2004 and March 24, 2004) and a.m. and p.m. peak-hour turn movement volumes at the study area intersections.

Table 5.5-8 depicts the existing a.m. and p.m. peak-hour LOS conditions for the 10 study area intersections. As Table 5.5-8 indicates, study area intersections are currently operating at satisfactory LOS (LOS C or better) during the a.m. and p.m. peak hours, with the exception of the Mission Street/Bath Street intersection, which operates at v/c 0.80 during the p.m. peak hour. Based on the recent traffic counts, the a.m. and p.m. peak hour LOS operation characteristics for most study area intersection are similar to the baseline conditions described on Table 5.5-2. The only difference in LOS conditions is that under existing conditions, the delay at the Arrellaga Street/Laguna Street intersection has decreased slightly and the intersection now operates at LOS A rather than LOS B.

**Existing Plus Project Conditions.** Traffic generated by the proposed project was added to the existing traffic volumes at the study area intersections. Figure 5.5-8 shows the resulting existing plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections. Table 5.5-9 summarizes the results of the existing and existing plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. As Table 5.5-9 indicates, study area intersections are forecast to operate at LOS C or better in the peak hours in both the existing and existing plus project condition, with the exception of Mission Street/Bath Street, which would operate at 0.80 v/c during the p.m. peak hour.

**Table 5.5-8  
Existing Intersection Level of Service (LOS) Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Unsignalized Intersections</b>				
1. Anapamu Street/Laguna Street	15.1	C	19.8	C
2. Arrellaga Street/Olive Street	12.1	B	11.4	B
3. Micheltorena Street/Salsipuedes Street	9.5	A	9.3	A
4. Sola Street/Salsipuedes Street	10.3	B	9.8	A
5. Arrellaga Street/Laguna Street	9.9	A	9.9	A
6. Arrellaga Street/Garden Street	19.0	C	15.4	C
7. Pedregosa Street/Laguna Street-Olive Street	9.1	A	8.9	A
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B
9. Pueblo Street/De La Vina Street	15.2	C	18.2	C
	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>
<b>Signalized Intersection</b>				
10. Mission Street/Bath Street	0.66	B	<b>0.80</b>	<b>C</b>

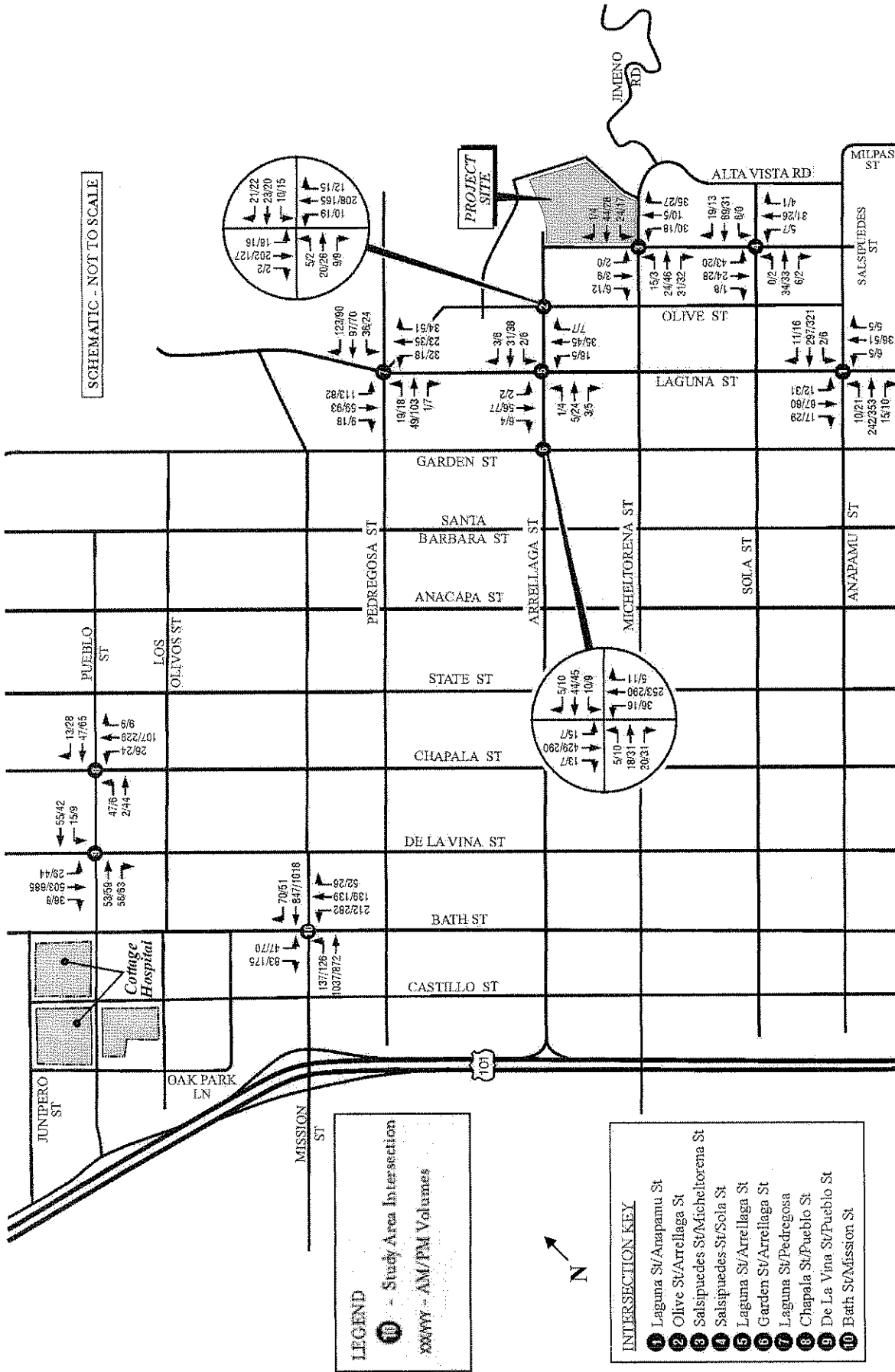
Notes: **Bold italic** numbers represent impacted intersections

An intersection is considered "impacted" in the cumulative baseline condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

## 5.5.4 Cumulative Impacts

### Cumulative Baseline (With Hospital) Plus Project Conditions

To determine the cumulative baseline plus project condition, the cumulative baseline (with hospital) was compared to the cumulative plus project scenario. Figure 5.5-6 shows the cumulative baseline (with hospital) a.m. and p.m. peak-hour traffic volumes at the study area intersections. Figure 5.5-6 shows the cumulative plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections. The net change between the cumulative baseline (with hospital) and cumulative plus project scenarios represents the increment of project traffic and is illustrated on Figure 5.5-11.



**Figure 5.5-10**  
Existing AM and PM Peak Hour Traffic



**Table 5.5-9**  
**Existing Plus Project Intersection Level of Service Summary**

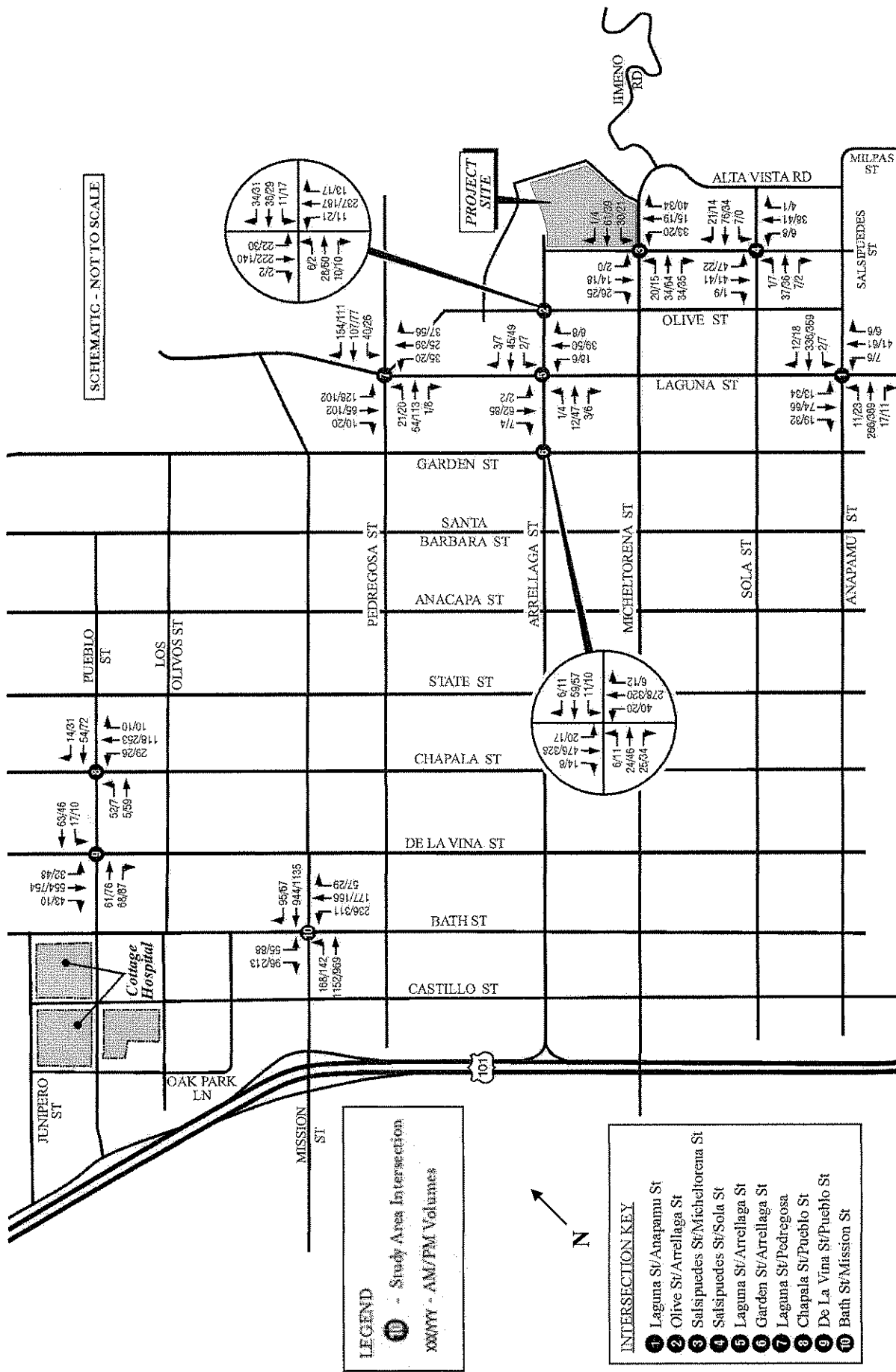
Intersection	Existing Condition			Existing + Project Condition		
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour	LOS
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
<b>Unsignalized Intersections</b>						
1. Anapamu Street/Laguna Street	15.1	C	19.8	C	15.3	C
2. Arrellaga Street/Olive Street	12.1	B	11.4	B	12.6	B
3. Micheltorena Street/Salsipuedes Street	9.5	A	9.3	A	9.9	A
4. Sola Street/Salsipuedes Street	10.3	B	9.8	A	10.5	B
5. Arrellaga Street/Laguna Street	9.9	A	9.9	A	10.0	B
6. Arrellaga Street/Garden Street	19.0	C	15.4	C	20.0	C
7. Pedregosa Street/Laguna Street-Olive Street	9.1	A	8.9	A	9.2	A
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B	10.1	B
9. Pueblo Street/De La Vina Street	15.2	C	18.2	C	15.2	C
	V/C	LOS	V/C	LOS	V/C	LOS
<b>Signalized Intersection</b>						
10. Mission Street/Bath Street	0.66	B	0.80	C	0.66	B
					0.80	C

Notes:

**Bold** and *italicized* numbers represent impacted intersections.

An intersection is considered "impacted" in the existing condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

An increase of 0.01 v/c or 0.20 in seconds of delay at an "impacted" intersection in the existing condition is considered a project-impact.



Source: LSA, 2005

City of Santa Barbara

Santa Barbara Cottage Hospital Foundation Workforce Housing Project

**Figure 5.5-11**  
Cumulative Plus Project AM and PM Peak Hour Traffic

Table 5.5-10 summarizes the results of the cumulative baseline (with hospital) plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. A comparison of the results to the cumulative baseline is also presented. For cumulative analysis, any addition of traffic to an intersection operating above 0.77 v/c or 22 seconds of delay is considered a significant cumulative impact. As Table 5.5-10 illustrates, the net change between the cumulative baseline and cumulative plus project scenarios results in a significant cumulative impact at the following intersections.

- Anapamu Street/Laguna Street (p.m. peak hour)
- Arrellaga Street/Garden Street (a.m. peak hour)
- Mission Street/Bath Street (p.m. peak hour)

The Workforce Housing project's contribution to traffic at impacted intersections is very small (i.e., a delay of 0.2 seconds at the Anapamu/Laguna and Arrellaga/Garden intersections, and no increase of v/c increase at the Mission/Bath intersection). Therefore, the installation of intersection improvements or a traffic signal is not warranted. As an alternative to intersection-specific improvements, the potential for the proposed resident shuttle program to minimize project-related cumulative impacts was evaluated. The shuttle program would have the potential to replace a portion of the project's traffic destined to Cottage Hospital and the downtown area, resulting in a potential decrease of project trips at the impacted intersections.

To estimate the number of vehicle trips that could be replaced by the shuttle, it was assumed that shuttle service would be provided during A.M. and P.M. peak hours, and that approximately 50 percent of the project-related peak hour commute trips would be destined to Cottage Hospital. It was also assumed that three-quarters of the project's residents/employees would continue to drive to work, with the remaining one-quarter using the shuttle service. This would result in a corresponding project trip generation reduction of approximately 12.5 percent.

In addition, it was assumed that the shuttle would provide service to downtown Santa Barbara. It is anticipated that of the remaining 50 percent of project resident peak hour commute trips not destined to Cottage Hospital, approximately one quarter of the residents would utilize the shuttle (i.e. 12.5 percent). The implementation of this service would result in a corresponding decrease in project trips at the intersection of Anapamu Street/Laguna Street.

The implementation of the proposed shuttle program would have the potential to provide shuttle service to approximately 25 percent of the residents of proposed project, thereby reducing the project trip generation to 826 ADT, 65 a.m. peak and 87 p.m. peak hour vehicles.

**Table 5.5-10  
Cumulative Net Project Intersection Level of Service (LOS) Summary**

Intersection	Cumulative Baseline Condition			Cumulative + Project Condition			Net Cumulative Project	
	AM Peak Hour	PM Peak Hour	LOS	AM Peak Hour	PM Peak Hour	LOS	AM Peak Hour	PM Peak Hour
	Delay (sec)	Delay (sec)	LOS	Delay (sec)	Delay (sec)	LOS	Net Change	Net Change
<b>Unsignalized Intersections</b>								
1. Anapamu Street/Laguna Street	16.6	23.9	C	16.7	24.1	C	0.1	0.2
2. Arrellaga Street/Olive Street	14.2	12.5	B	13.2	12.7	B	-1.0	0.2
3. Micheltorena Street/Salsipuedes Street	9.9	9.5	A	10.1	9.9	A	0.2	0.4
4. Sola Street/Salsipuedes Street	10.6	10.0	B	10.7	10.1	B	0.1	0.1
5. Arrellaga Street/Laguna Street	10.2	10.3	B	10.1	10.2	B	-0.1	-0.1
6. Arrellaga Street/Garden Street	22.9	18.1	C	23.1	18.0	C	0.2	-0.1
7. Pedregosa Street/Laguna Street-Olive Street	9.7	9.5	A	9.7	9.4	A	0.0	-0.1
8. Pueblo Street/Chapala Avenue	10.3	11.7	B	10.3	11.8	B	0.0	0.1
9. Pueblo Street/De La Vina Street	16.7	20.6	C	16.8	20.8	C	0.1	0.2
<b>Signalized Intersection</b>								
10. Mission Street/Bath Street	0.74	0.89	C	0.62	0.89	D	-0.120	0.000

Notes:

**Bold** and *italicized* numbers represent impacted intersections.

An intersection is considered "impacted" in the cumulative baseline condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

An increase in traffic at an "impacted" intersection in the cumulative baseline condition is considered a project-impact.

The potential for a shuttle program to reduce project-related peak hour traffic at the intersections where the Workforce Housing project would result in a significant cumulative traffic impact is summarized on Table 5.5-11. Based on reasonable assumptions regarding the use of the shuttle program by project residents, it was determined that the implementation of a shuttle program could reduce the proposed project's cumulative contribution to peak hour traffic at the Anapamu Street/Laguna Street, ~~and the Arrellaga Street/Garden Street, and Mission Street/Bath Street~~ intersections to a less than significant level.

~~While the proposed shuttle program could substantially reduce the number of project-related peak hour trips through the Mission Street/Bath Street intersection, the Workforce Housing project would still have the potential to contribute approximately six a.m. peak hour trips through the intersection, which slightly exceeds the City's cumulative impact threshold standard of five trips. Therefore, w~~While the shuttle program would likely result in a demonstrable and beneficial reduction in project-related peak hour trip generation, ~~it would not entirely reduce the project's cumulative traffic contribution impacts at the Mission Street/Bath Street intersection below a level of significance. Furthermore, although the estimated reductions in project-related traffic were based on conservative assumptions regarding the use of the shuttle by project residents, it would not be possible for the City to ensure that the shuttle program would actually be used to the extent necessary over the life of the Workforce Housing project to achieve the peak hour trip reductions required to reduce the project's cumulative traffic impacts to a less than significant level because state law prevents the City from requiring a project to implement transportation demand management measures.~~ **Therefore, the operation of the proposed shuttle program would not reduce the proposed project's cumulative traffic contribution to a less than significant level at the intersections of Anapamu St/Laguna St, Arrellaga St/Garden St, and Mission St/Bath St. (Class I).**

### **Cumulative Plus Project Conditions**

To determine the cumulative plus project condition (without former hospital traffic), traffic generated by the proposed project was added to the existing (as of December 8, 2004) plus cumulative traffic volumes at the study area intersections. The existing plus cumulative a.m. and p.m. peak hour traffic volumes are illustrated in Figure 5.5-12. The existing plus cumulative LOS summary is summarized on Table 5.5-12. Figure 5.5-11 shows the cumulative plus project a.m. and p.m. peak-hour traffic volumes. Table 5.5-13 summarizes the results of the cumulative and cumulative plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections.

For cumulative impact analysis, any addition of traffic to an intersection operating above 0.77 v/c or 22 seconds of delay is considered a significant cumulative impact. As depicted on Table 5.5-13, the net change between the cumulative and cumulative plus

**Table 5.5-11**  
**Resident Shuttle Program Effectiveness**  
**Net Change in Cumulative Traffic Volumes at Impacted Intersections**

Intersection	(1) Cumulative Baseline Traffic Volumes	(2) Cumulative Plus Project Traffic Volumes	(3) Net Change with Proposed Project	(4) Project Trip Generation	(5) Shuttle Program Trip Reduction	(6) Total Net Change with Shuttle Program	(7) Significant Impact With Shuttle Operation?*
<b>Mission St/Bath St</b>				-			
AM Peak Hour	2,963	2,980	17	87	11	6	YES
PM Peak Hour	3,109	3,120	11	116	15	-4	NO*
<b>Anapamu St/Laguna St</b>				-			
AM Peak Hour	796	804	-8	87	11	-19	NO
PM Peak Hour	1,004	1,012	-8	116	15	-23	NO*
<b>Arrellaga St/Garden St</b>				-			
AM Peak Hour	978	965	-13**	87	11	2-24	NO*
PM Peak Hour	875	874	1	116	15	-14	NO

Notes:

(1) Cumulative baseline traffic volumes include existing, St. Francis Hospital, and cumulative traffic volumes.

(2) Cumulative plus project traffic volumes include existing, cumulative, and project traffic volumes.

(3) Net Change with Proposed Project = Column (2) - Column (1)

(4) Cottage Workforce Housing Trip Generation

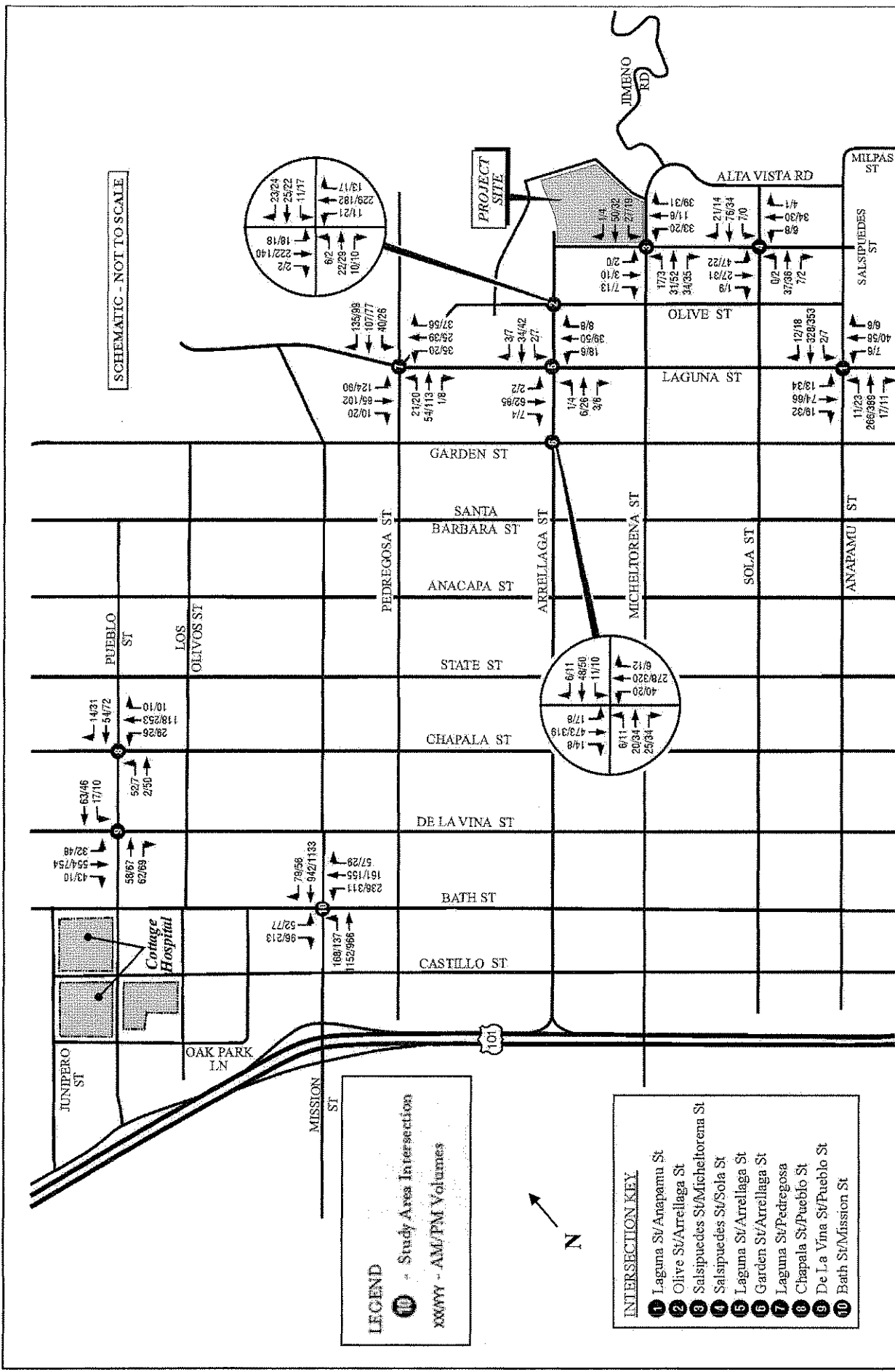
(5) Implementation of the Shuttle Program has the potential to reduce traffic at these intersections equal to or greater than 12.5% of the project trip generation.

(6) Total Net Change with Shuttle Program = Column (3) - Column (5)

(7) An intersection is "impacted" when measurable traffic (five or more vehicles) is added to the intersection during the peak hour.

\*Based on the assumptions used in this analysis, an employee shuttle program could reduce the project's cumulative traffic impacts to a less than significant level. However, it cannot be assured that the proposed shuttle program would provide a permanent reduction in project-generated traffic. Therefore, the proposed shuttle program is not considered to be adequate to reduce the project's cumulative traffic impacts to less than significant.

\*\*This intersection is impacted as a result of a project-related redistribution of traffic and an increase in delays at the intersection.



Source: LSA, 2005

City of Santa Barbara

Santa Barbara Cottage Hospital Foundation Workforce Housing Project

**Figure 5.5-12**  
 Existing Plus Cumulative AM and PM Peak Hour Traffic

9.5 35

project scenarios results in an increase in traffic at the following three impacted intersections:

- Anapamu Street/Laguna Street (p.m. peak hour)
- Arrellaga Street/Garden Street (a.m. peak hour)
- Mission Street/Bath Street (p.m. peak hour)

Based on the City's significance threshold requirements, the proposed project would result in a significant cumulative impact at the above locations. As discussed above, the implementation of the ~~proposed~~ shuttle program would have the potential to replace approximately 25 percent of the project's peak-hour trip generation. **However, the level of use of the project's proposed shuttle program cannot be assured over the life of the project because state law prevents the City from requiring a project to implement transportation demand management measures. Therefore, the proposed project's contribution to peak hour cumulative traffic levels ~~would~~ is considered to remain significant and unavoidable (Class I).**

**Table 5.5-12  
Existing Plus Cumulative Intersection Level of Service (LOS) Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
<b>Unsignalized Intersections</b>				
1. Anapamu Street/Laguna Street	16.5	C	<b>23.6</b>	<b>C</b>
2. Arrellaga Street/Olive Street	12.7	B	11.7	B
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A
4. Sola Street/Salsipuedes Street	10.5	B	10.0	A
5. Arrellaga Street/Laguna Street	10.0	B	10.1	B
6. Arrellaga Street/Garden Street	21.7	C	16.9	C
7. Pedregosa Street/Laguna Street-Olive Street	9.5	A	9.3	A
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	B
9. Pueblo Street/De La Vina Street	16.5	C	20.5	C
	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>
<b>Signalized Intersection</b>				
10. Mission Street/Bath Street	0.0.73	C	<b>0.89</b>	<b>C</b>

Notes:

**Bold** italic numbers represent impacted intersections

An intersection is considered "impacted" in the cumulative baseline condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds.



**Table 5.5-13  
Cumulative Net Project Intersection Level of Service (LOS) Summary**

Intersection	Existing + Cumulative Condition			Existing + Cumulative + Project Condition		
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
<b>Unsignalized Intersections</b>						
1. Anapamu Street/Laguna Street	16.5	C	23.6	C	24.1	C
2. Arrellaga Street/Olive Street	12.7	B	11.7	B	12.7	B
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A	9.9	A
4. Sola Street/Salsipuedes Street	10.5	B	10.0	A	10.1	B
5. Arrellaga Street/Laguna Street	10.0	B	10.1	B	10.2	B
6. Arrellaga Street/Garden Street	21.7	C	16.9	C	18.0	C
7. Pedregosa Street/Laguna Street-Olive Street	9.5	A	9.3	A	9.4	A
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	B	11.8	B
9. Pueblo Street/De La Vina Street	16.5	C	20.5	C	20.8	C
	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>
<b>Signalized Intersection</b>						
10. Mission Street/Bath Street	0.73	C	0.89	D	0.74	C
					0.89	D

**Notes:**

**Bold** numbers represent impacted intersections.

An intersection is considered "impacted" in the cumulative condition if the volume to capacity (v/c) ratio exceeds 0.77 v/c or the delay is 22 seconds or greater.

An increase of traffic at an "impacted" intersection in the cumulative condition is considered a project-impact.

### **5.5.5 Site Access and Circulation Impacts**

**Vehicular Access Impacts.** Access from the project site to the arterial street system is currently provided via seven access driveways at the following locations:

- Terminus of Arrellaga Street
- California Street south of Grand Avenue
- Salsipuedes Street and Micheltorena Street
- Salsipuedes Street and Arrellaga Street
- Micheltorena Street at California Street North side of Micheltorena Street between California Street and Salsipuedes Street (access to existing parking structure)
- Maintenance driveways along Arrellaga Street between Salsipuedes Street and the terminus of Arrellaga Street

With the implementation of the proposed project, the existing driveway located on the corner of Micheltorena Street and California Street, the driveway located on the north side of Micheltorena Street between California Street and Salsipuedes Street, and the maintenance driveway along Arrellaga Street would all be removed. The removal of these three driveways would improve operations at the intersection of California Street and Micheltorena Street, as well as along Micheltorena Street because through traffic would not be interrupted by vehicles turning into or out of these driveways. The proposed project would utilize the remaining driveways to access the arterial street system.

The project site slopes downward from north to south, with an average slope of approximately 12.7 percent across the entire site. To accommodate this change in site elevation, a retaining wall with a maximum height of approximately 11 feet would extend from east to west across the central portion of the project site. Due to the grade separation created by the retaining wall, vehicle access between the northern and eastern portions of the site would not be possible. Therefore, separate access driveways would be provided to serve the northern and southern portions of the project.

The proposed 20-foot wide access driveway along Salsipuedes Street (Salsipuedes would be upgraded to be a public street) between Arrellaga Street and Micheltorena Street would provide vehicular access to approximately 80 dwelling units located on the southern portion of the project site. This driveway would serve approximately 60 a.m. and 81 p.m. peak-hour project vehicles, in addition to the adjacent existing medical office uses. Salsipuedes Street was formerly an access driveway for St. Francis Hospital, and continues to provide access for the other medical facilities that have the potential to generate more than 80 peak-hour trips. The traffic volumes along Salsipuedes Street with

the proposed project are expected to be similar to the traffic volumes that were experienced when the Saint Francis Hospital was in operation. **Therefore, Salsipuedes Street would be adequate to serve existing traffic and traffic generated by the proposed project, and no significant impacts related to this roadway are anticipated (Class III).**

The parking plan for the proposed project indicates that 24 parking spaces would be provided in tandem (e.g. 12 parking spaces located directly behind 12 other parking spaces) in Garage No. 3. The proposed parking plan (see Figure 3.3-3) does not specifically indicate that each pair of tandem parking spaces would serve a single residential unit. To minimize the potential for significant access and circulation impacts that may result from the provision of tandem parking spaces, the proposed parking plan should be revised to indicate that each pair of tandem parking spaces are to be assigned to the same residential unit. **Implementation of this mitigation measure would reduce potentially significant access and circulation impacts associated with the use of tandem parking spaces to a less than significant level (Class II).**

Vehicle access to the northern portion of the project site would be provided via access driveways located at the terminus of Arrellaga Street and along California Street (approximately 120 feet south of Grand Avenue). These driveways would only serve project residences located on the northern portion of the project site (approximately 35 dwelling units). In addition, a driveway would be provided along California Street, approximately 70 feet south of the northernmost driveway, to provide access to two dwelling units located adjacent to California Street.

The access driveway located at the terminus of Arrellaga Street would serve the proposed project as well as the Villa Riviera facility to the north. The access driveway would be wide enough to accommodate entering and exiting vehicles. The access driveway located along California Street (approximately 120 feet south of Grand Avenue) would be approximately 16 feet wide. The standard design vehicle for the City of Santa Barbara is 5.83 feet wide. Therefore, the 16 foot wide driveway could accommodate two-way traffic.

In addition to the northern California Street driveway, the driveway that would be located 70 feet to the south would serve two proposed dwelling units located adjacent to California Street. Residents of those dwelling units would have to back out of the driveway onto California Street to exit the project site. California Street is a 24-foot-wide roadway located along a steep grade, with no on-street parking. Vehicles traveling on California Street may have to stop if a vehicle is backing out of the project site. This condition presently occurs with other residential driveways north of the project site. Furthermore, because on-street parking is not allowed along California Street, sight distance would be sufficient for vehicles backing out of the driveway and for vehicles traveling on California Street. **Therefore, the proposed project site driveway would be adequate to serve the proposed project and no significant access impacts are anticipated (Class III).**

**Bicycle and Pedestrian Circulation Impacts.** The Circulation Element of the City of Santa Barbara's General Plan establishes goals and objectives for the bicycle and pedestrian network. As stated in the General Plan, the Circulation Element objective is *"To create and maintain an extensive network of bikeways, which enhances access between residential, recreational, educational, institutional, and commercial areas within and outside the city."* There are no bicycle facilities (lanes or routes) directly adjacent to the project site, however, a few designated bicycle lanes and routes exist within the study area. Pedestrian circulation adjacent to the project is facilitated by sidewalks, which are provided along all the neighborhood streets near the project site. However, the topography of the area adjacent to the project site may serve as a constraint to pedestrian and bicycle circulation.

A Class II (on-road) bikeway is a bike route that provides a right-of-way designated by signs or permanent markings and is shared with pedestrians or motorists. These lanes are striped, providing a painted separation between motor vehicles and bicycles. The following roadways in the vicinity of the project site provide Class II bikeways.

- Canon Perdido (south of the project site): This bike route is part of the Cross Town Bike Route.
- State Street: The bike route is located west of the project site along State Street and is known as the State Street Route.
- Garden Street between Arrellaga Street and Ortega Street

Class I bikeways, as defined by the City of Santa Barbara, are off-street bike paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized; they are multipurpose paths that often provide many types of nonmotorists with connections between areas not well served by the street system. The only Class I bikeway near the study area is adjacent to Cabrillo Boulevard, and is known as the Coast Route. Cabrillo Boulevard is approximately two miles south of the project site.

The Santa Barbara County Bike Map also designates several alternative bicycle routes in the vicinity of the proposed project. An alternative route is a bike route that is unsigned or nonpainted. The following roadways in the vicinity of the project are designated as alternative routes:

- Alisos Street between Canon Perdido and Indio Muerto Street
- Sola Street between Castillo Street and Olive Street
- Pedregosa Street between Castillo Street and Laguna Street
- Anapamu Street between Chino Street and Vista Road
- Olive Street between Sola Street and De La Guerra

According to the City of Santa Barbara Bicycle Master Plan (October 1998), proposed bicycle lanes and facilities are planned within the vicinity of the project site. Class II bicycle lanes and facilities are planned along Salsipuedes Street from Canon Perdido to Yanonali Street and along Micheltorena Street from San Andreas Street to Garden Street.

Pedestrian facilities are provided in the vicinity of the project site. Sidewalks are provided along all roadways in the vicinity of the project site. Pedestrian crosswalks are provided adjacent to the hospital to accommodate staff and visitors, and handicap access ramps are located at the intersections adjacent to the hospital.

Pedestrian circulation around the perimeter of the project site would be provided by new or improved sidewalks along California Street, Micheltorena Street, Salsipuedes Street, and Arrellaga Street. Stairs and pathways that would connect the sidewalks with a proposed network of on-site pathways between residential units would also be provided. In addition, accessible paths to the stairwells are provided in the parking garages located in the western portion of the project site. Stairwells are provided at the middle and end of each parking garage to accommodate residents and to connect to the other pathways on site.

A pedestrian corridor would extend in a north-south direction across the entire central portion of the project site. A 10-foot-wide access easement would also be provided to extend the central pedestrian corridor northward from the housing project site to Grand Avenue. Access along the pedestrian corridor between the northern and southern portions of the project site is proposed to be provided by a stairway that would be incorporated into the design of the maximum 11-foot tall retaining wall that would cross the project site from east-west. Another 20-foot-wide easement would be provided along a proposed access drive on the northern portion of the project site to allow bicycle and pedestrian access between Arrellaga Street and California Street.

Pedestrian access between the northern and southern portions of the project site is proposed to be provided by one stairwell located near the center of the project site. The proposed stairway would not meet the access requirements of the Americans with Disabilities Act (ADA). Providing only one stairway to connect the northern and southern portions of the project site would result in a significant pedestrian access impact, and the design of the proposed stairway is inadequate. Therefore, as currently designed, pedestrian access impacts would be significant. Pedestrian circulation within the project site would be substantially enhanced if at least two pedestrian access locations were incorporated into the project. Additionally, at least one access connection between the northern and southern portions of the project site must be designed according to ADA standards. **Incorporating pedestrian access improvements into the project would reduce potentially significant pedestrian circulation impacts to a less than significant level (Class II).**

**Public Transportation Impacts.** The Santa Barbara MTD provides bus service to and from the project site via Route 1 (Westside Connector), Route 2 (Eastside Connector), and Route 22 (Old Mission), according to the information contained in the MTD Web site (<http://www.sbmtd.gov/>). The MTD bus routes are described below.

- **Route 1 (Westside Connector).** As of September 7, 2004, Route 1 originates at the Transit Center at Carrillo Boulevard and Chapala Street and ends at Modoc Street and Portesuello. The bus operates between 5:59 a.m. and 10:13 p.m., Monday through Friday; between 6:45 a.m. and 10:00 p.m. on Saturdays; and between 7:22 a.m. and 8:51 p.m. on Sundays.
- **Route 2 (Eastside Connector).** As of September 7, 2004, Route 2 originates at the intersection of Punta Gorda and Salinas and ends at the Transit Center at Carrillo Boulevard and Chapala Street. The bus operates between 5:15 a.m. and 10:34 p.m., Monday through Friday; between 6:18 a.m. and 10:20 p.m. on Saturdays; and between 7:37 a.m. and 9:00 p.m. on Sundays.
- **Route 22 (Old Mission).** As of September 7, 2004, Route 22 originates at the Transit Center at Carrillo Boulevard and Chapala Street and ends at the Natural History Museum. The bus operates between 6:45 a.m. and 5:45 p.m., Monday through Friday; between 10:15 a.m. and 4:48 p.m. on Saturdays; and between 10:05 a.m. and 4:58 p.m. on Sundays.

At the time St. Francis Hospital was in operation, a bus stop was provided directly in front of the hospital at Salsipuedes Street. With the closure of the hospital, the bus stop was removed and bus service was shifted to Olive Street due to low ridership. Route 22 will not provide direct service from the project to Cottage Hospital. A passenger riding on Route 22 would have to transfer buses at the Transfer Station (Downtown Santa Barbara) to Route 3 (Oak Park) in order to arrive at the hospital site.

According to the previous study conducted by ATE for the Cottage Hospital Workforce Housing project, MTD noted that without the Saint Francis Hospital, bus ridership within the project site neighborhood is low. **Therefore, the proposed project would not result in a significant impact to transit services (Class III).** MTD has indicated, however, that providing bus service in the vicinity of the project site may need to be studied in the future (Andoh, MDT, 2005). MTD would consider adding bus service to the proposed project site by stopping on Salsipuedes Street, provided that some road improvements were made to Salsipuedes Street and provisions were made for a bus bench and trash receptacle on both sides of the street. The less than significant transit impacts of the Workforce Housing project would be further reduced if the project were to provide facilities and/or funding that would, if deemed necessary, allow bus service to be reestablished adjacent to the project site.

**Resident Shuttle Program.** The Workforce Housing project proposes to implement a shuttle program to serve project residents. The shuttle service has been proposed to transport project residents to and from Cottage Hospital and other Cottage Health System work sites. In addition, the shuttle service should be expanded to provide

a route to downtown Santa Barbara to minimize peak hour vehicle trips by residents destined for that area of the City. The proposed shuttle program has the potential to reduce the trip generation of the project; however, travel by private vehicle from the project site to Cottage Hospital and other destinations has been assumed in this study to provide a conservative analysis of traffic impacts.

The cumulative impact analysis (see EIR section 5.5.4) determined that the proposed project would result in small but significant contributions to traffic conditions at the intersections of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street, and Mission Street/Bath Street. As evaluated in section 5.5.4, ~~the proposed a resident~~ shuttle program would have the potential to reduce the proposed project's cumulative traffic impacts at the affected intersections. However, it cannot be demonstrated that ~~but~~ the proposed shuttle program would result in a permanent reduction in peak hour traffic generated by the proposed project. Furthermore, state law prevents the City from requiring a project to implement transportation demand management measures. Therefore, project-related cumulative traffic impacts at the intersections listed above would be a significant and unavoidable impact of the proposed project. ~~not reduce the project's cumulative contribution to traffic conditions at the Mission Street/Bath Street intersection during the a.m. peak hour to a less than significant level.~~

### **Neighborhood Streets Impact Analysis**

The proposed project fronts Micheltorena Street, California Street, Salsipuedes Street, and Arrellaga Street. With the exception of Salsipuedes Street, these streets are all two-lane local streets. With the proposed project, Salsipuedes Street, between Micheltorena Street and Arrellaga Street, will become a public street. On-street parking is provided along Micheltorena Street and Arrellaga Street. No on-street parking is allowed along Salsipuedes Street or California Street. The adjacent land uses are mostly residential, with some medical office land uses adjacent to the St. Francis Hospital.

The methodology used by this EIR to assess potential project-related impacts to neighborhood vehicular circulation is similar to a study conducted by the City Planning Department of San Francisco (Appleyard 1970). In this study, a field survey was conducted of every street block in the City of San Francisco. Observers drove down each block, rating each street on a 1 to 5 scale based on its various visible qualities. Three streets were selected based on their identical appearance, but difference in traffic volumes. The streets were labeled as "Heavy," "Medium," and "Light" traffic streets to account for their average daily traffic (ADT) volumes. A roadway with approximately 2,000 ADT and/or 200 peak-hour trips was classified as "Light Traffic." Roadways with approximately 8,000 ADT and/or 550 peak-hour trips were classified as "Moderate Traffic," and roadways with approximately 16,000 ADT and/or 1,900 peak-hour trips were classified as "Heavy Traffic." In addition, attitudinal surveys were made to explore the environmental values held by the residents of the neighborhoods.

Based on interviews conducted by Appleyard, five sets of issues were explored: (1) Traffic Hazard; (2) Noise, Stress, and Pollution; (3) Neighborhood and Visiting; (4) Privacy and Home Territory; and (5) Street Images: Environmental Awareness. Traffic Hazard was the most widespread environmental problem on all three types of streets, especially on the “Heavy” street. The increase in traffic speeds was seen as being dangerous for children, washing cars, and cars backing out of driveways. Also, the “Light” street, which had less through traffic, tended to attract drivers that would speed and neglect stop signs. During the interviews, each resident characterized the “Light” street as safe, the “Medium” street as neither safe nor unsafe, and the “Heavy” street as unsafe. Therefore, the increase in neighborhood traffic volumes and traffic hazards resulted in the neighborhood being perceived as less livable for the residents. When analyzing impacts to neighborhood streets using the Appleyard approach, an impact would occur when a “Light” street would be re-characterized as a “Medium” or “Heavy” street, or a “Medium” Street would become a “Heavy” street due to the addition of project traffic.

Examination of the peak-hour intersection traffic volumes experienced in the baseline traffic (with hospital) condition, as well as under existing traffic conditions, shows that the streets adjacent to the project site (i.e., Micheltorena Street, Salsipuedes Street, and Arrellaga Street) would fall into the “Light” traffic category (i.e., less than approximately 200 peak hour trips). Estimated peak hour traffic volumes on street segments located in the project area are depicted on Table 5.5-14.

The proposed project is forecast to generate approximately 78 more daily trips, 10 fewer a.m. peak-hour trips, and 3 more p.m. peak hour trips than the previous hospital operation. As shown in Figure 5.5-9, each individual intersection would experience an increase or decrease of a minor volume of trips as a result of the proposed project. Likewise, the roadway segments connecting each study area intersection would also only experience an increase or decrease of a few peak-hour trips with the proposed project. This change in traffic would not cause any of the neighborhood streets to be recharacterized from a “Light” street to a “Medium” street. The net project-related change in the character of streets adjacent to the project would be less than the traffic volume variations that would typically be experienced from day to day at a particular location. **As a result, the net change in traffic associated with the former operation of the hospital and the proposed residential project would not result in significant neighborhood streets impacts in the project area (Class III).**

### **Neighborhood Traffic Management Plan**

In 2003, the City and residents of the Saint Francis Hospital area developed a Neighborhood Traffic Management Plan (NTMP) to address traffic concerns and inappropriate motorist behavior, and to improve the quality of life within the neighborhood. The NTMP identified average vehicle speeds on neighborhood roadways as well as specific areas within the neighborhood where residents perceived speeding to be an issue. The NTMP also includes a “toolbox” of traffic calming techniques, and



**Table 5.5-14**  
**Workforce Housing Project Neighborhood Street Analysis**

Roadway Segment		Existing Baseline Traffic Volumes	Cumulative Baseline Traffic Volumes	Project Traffic	Cumulative Plus Project Traffic Volumes	Traffic Volume Category
<b>Laguna St between Pedregosa St and Arrellaga St</b>						
Northbound	AM Peak Hour	64	70	0	70	Light
	PM Peak Hour	80	88	0	88	Light
Southbound	AM Peak Hour	82	91	-2	89	Light
	PM Peak Hour	105	115	-1	114	Light
<b>Laguna St south of Arrellaga St</b>						
Northbound	AM Peak Hour	58	65	0	65	Light
	PM Peak Hour	57	64	0	64	Light
Southbound	AM Peak Hour	61	67	0	67	Light
	PM Peak Hour	88	98	0	98	Light
<b>Arrellaga St between Laguna St and Olive St</b>						
Eastbound	AM Peak Hour	50	53	-20	33	Light
	PM Peak Hour	50	54	6	60	Light
Westbound	AM Peak Hour	45	48	2	50	Light
	PM Peak Hour	69	74	-16	58	Light
<b>Arrellaga St east of Olive St</b>						
Eastbound	AM Peak Hour	93	98	-35	63	Light
	PM Peak Hour	83	90	7	97	Light
Westbound	AM Peak Hour	72	77	4	81	Light
	PM Peak Hour	102	108	-31	77	Light
<b>Micheltorena St west of Salsipuedes St</b>						
Eastbound	AM Peak Hour	82	93	-5	88	Light
	PM Peak Hour	88	97	17	114	Light
Westbound	AM Peak Hour	87	97	23	120	Light
	PM Peak Hour	74	81	3	84	Light
<b>Micheltorena St east of Salsipuedes St</b>						
Eastbound	AM Peak Hour	72	83	-7	76	Light
	PM Peak Hour	81	91	7	98	Light
Westbound	AM Peak Hour	76	85	7	92	Light
	PM Peak Hour	61	67	-3	64	Light
<b>Salsipuedes St between Micheltorena St and Sola St</b>						
Northbound	AM Peak Hour	71	78	-4	74	Light
	PM Peak Hour	51	56	12	68	Light
Southbound	AM Peak Hour	67	73	11	84	Light
	PM Peak Hour	66	72	1	73	Light

Notes: Existing baseline traffic volumes include existing and St. Francis Hospital traffic volumes.

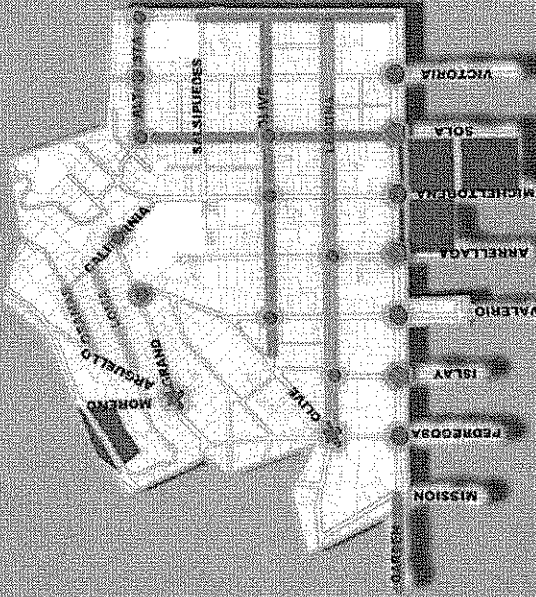
Cumulative baseline traffic volumes include existing, St. Francis Hospital, and cumulative traffic volumes.

Cumulative plus project traffic volumes include existing, cumulative, and project traffic volumes.

# Lower Riviera/Upper East Traffic Calming Plan

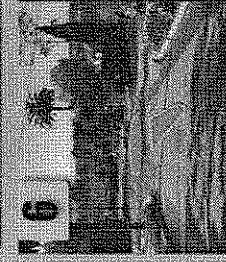
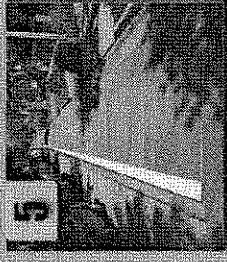
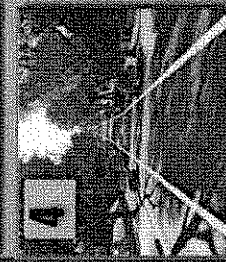
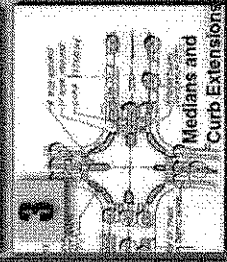
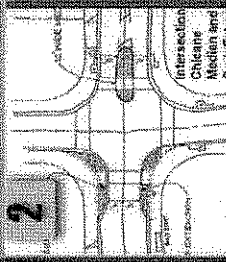
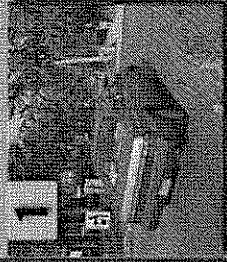
## Concerns

Residents are concerned with (1) Overall safety and beauty, (2) Slower speeds, (3) Noise, (4) Motorists not yielding to pedestrians, (5) Speeding on: Garden, Alta Vista, Grand, Loma, Oramas, California, Olive and Pedregosa, (6) Pedestrian crossings on Garden, (7) Intersections of Alta Vista at Sola, Valerio at Laguna, Olive at Valerio, California at Grand, Pedregosa at Olive, Victoria at Olive, and Arrellaga at Laguna. (8) Residents do not want to delay emergency responders. They also seek to retain the area's beauty and historic features, and improve conditions for a village style life, walking, bicycling and using transit.



## Recommendations

(1) Replace 4-way stops on Garden Street with mini-roundabouts, (2) On alternate blocks use chicanes (curb extensions with refuge islands) or (3) Chokers (curb extensions and refuge islands), (4) Stripe many streets, such as Alta Vista, Anapamu and Olive, to reduce visual width, (5) Alternate parking and use a chicane to reduce speeding on Loma and Oramas, (6) Use mini-roundabouts on Alta Vista at Sola, Victoria and Anapamu, (7) Use mini-roundabouts on Laguna at Sola, Laguna at Arrellaga, California at Grand, and other streets as needed, (8) Modify intersections on Laguna at Pedregosa and Grand at Moreno.



Source: LSA, 2005 Not to Scale

City of Santa Barbara

Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Figure 5.5-13  
Lower Riviera/Upper East Traffic Calming Plan

prescribes traffic-calming measures at specific locations. The recommended traffic calming program from the TMP is illustrated in Figure 5.5-13. Some recommended traffic-calming measures in the vicinity of the project site are listed below:

- Install mini-roundabout at the intersections of California Street/Grand Avenue, Olive Street/Micheltorena Street, Olive Street/Sola Street, and Alta Vista Road/Sola Street.
- Stripe Olive Street and Laguna Street to reduce the visual width of those streets.
- Analyze existing four-way stop controls for alternative traffic calming tools.

At the conclusion of the NTMP process, residents of the neighborhood agreed on a prioritized list of the most important issues. The priorities that were established are the Garden Street Corridor, the Santa Barbara High School area, and Valerio Street. Although the specific improvements listed above are not included in identified priority areas, the NTMP recommended that a Neighborhood Technical Team be established to meet regularly to help refine the plan and work through design strategies with City Staff.

The NTMP process was initiated at an evening meeting on March 14, 2003, and the final plan was completed in November 2003. St. Francis Hospital was closed in June 2003. With the implementation of the proposed shuttle program, the Workforce Housing project would not result in a measurable increase in the amount of traffic on the streets that were identified as requiring traffic calming measures, or to the streets where specific traffic calming improvements were recommended. Therefore, no project-related changes to the NTMP are required as a result of the proposed project, and the proposed project would not substantially exacerbate existing traffic conditions that have been previously identified as requiring the installation of traffic calming measures.

### **Parking Demand Impact Analysis**

**Existing On-Street and Project Parking Impacts.** On-street parking is available within the project area. The number of on-street parking spaces within a one-block radius of the project site are provided below.

- Micheltorena Street: Approximately 45 on-street parking spaces (no parking north of California Street).
- Salsipuedes Street: Approximately 22 on-street parking spaces between Micheltorena Street and Sola Street.
- Arrellaga Street: Approximately 40 on-street parking spaces between Olive Street and the terminus of Arrellaga Street.
- Olive Street: Approximately 29 on-street parking spaces between Arrellaga Street and Micheltorena Street.

- California Street: No on-street parking permitted.

On-street parking demands are mostly related to ownership of more than two cars, guest parking, residents who do not use their garage to park cars, and medical office visitors. Most of the single-family dwelling units within the neighborhood have one- to two-car garages and driveways. The existing on-street parking supply of approximately 136 spaces within the neighborhood adjacent to the project site presently serves the existing single-family dwelling units in the areas well as a medical/office building.

Events at the County Bowl, which is located approximately 2,000 feet east of the project site, result in intermittent and temporary increases in on-street parking demand in the project site neighborhood. Events are held at the County Bowl approximately 25 times per year, and last for approximately three to four hours. Due to the very temporary and intermittent occurrence of Bowl events and the related demand for parking, events at the County Bowl do not significantly affect typical parking conditions in the project area and do not contribute to a significant parking impact in the project area.

On-street parking spaces along Olive Street are generally restricted for street sweeping along the east side of the street on Mondays from 1:00 p.m. to 3:00 p.m. and along the west side of the street on Tuesdays from 1:00 p.m. to 3:00 p.m. On-street parking along Arrellaga Street, Micheltorena Street, and Salsipuedes Street do not have any parking restrictions. However, parking is not allowed along the north side of Micheltorena Street between California Street and the westernmost driveway between Salsipuedes Street and California Street. In addition, there is no parking at any time along California Street. The proposed project's removal of the two driveways along Micheltorena Street would not increase or decrease the on-street parking supply within one block of the project site as no parking is allowed along this portion of Micheltorena Street. **Therefore, the proposed project would not result in a significant direct impact to on-street parking supplies, and existing on-street parking restrictions would not be affected by the proposed project (Class III).**

**Proposed Project Parking.** With the implementation of the proposed project, most of the 315 existing off-street parking spaces located on the Saint Francis Hospital site would be removed. However, all on-street parking spaces would remain. The proposed project would provide a total of 265 covered and uncovered off-street parking spaces for residents and guests, which includes the 11 parking spaces required as part of the Conditional Use Permit for the adjacent Villa Riviera facility. Table 5.5-15 provides a description of the parking that would be provided for the northern and southern portions of the project site. As depicted on the project's proposed parking plan (Figure 3.3-3) 38 units would have two assigned parking spaces, 12 units would have parking spaces provided in tandem, and 65 units would have only one assigned parking space. Additionally, as part of the approval of the condominium/medical office building located at 532 and 536 E. Arrellaga Street, a shared-parking agreement with Saint Francis Hospital required that six parking spaces be provided on the hospital site for use by the office building.

According to the City of Santa Barbara's Zoning Ordinance, the parking rate for one-bedroom condominium units is 1.5 spaces per dwelling unit, 2.0 spaces for each two-bedroom unit, and 1 guest space per four dwelling units. The proposed project includes the construction of 10 one-bedroom dwelling units and 105 two-bedroom units, for a total of 115 dwelling units. Based on the City's parking rates, 15 parking spaces are required for the one-bedroom units, 210 parking spaces are required for the two-bedroom units, and 29 parking spaces are required for guests, for a total requirement of 254 parking spaces. With the addition of the 11 parking spaces required for the Villa Riviera site, the total requirement for the proposed project is 265 parking spaces. The project is proposing to provide 265 parking spaces and, therefore, would meet the City's Municipal Code parking requirement.

**Table 5.5-15  
Proposed Parking Distribution**

Parking Area	Number Provided	Total Spaces Provided
<b>Northern Project Area (35 units)</b>		
Surface Parking Spaces		
Enclosed Two-Car Garages	18	36
Enclosed One-Car Garages	17	17
Assigned Uncovered Spaces	14	14
Unassigned Uncovered Spaces	38	38
<b>Northern Area Subtotal</b>	<b>--</b>	<b>105</b>
<b>Southern Project Area (80 units)</b>		
Underground Parking Garages (3)		
Assigned Spaces	92*	92*
Unassigned Spaces	46	46
Surface Parking Spaces		
Enclosed Two-Car Garages	2	4
Enclosed One-Car Garages	2	2
Assigned Uncovered Spaces	2	2
Unassigned Uncovered Spaces	3	3
<b>Southern Area Subtotal</b>	<b>--</b>	<b>149</b>
<b>Housing Project Subtotal</b>		<b>254</b>
<b>Villa Riviera Parking</b>	11	<b>11</b>
<b>TOTAL PARKING SPACES PROVIDED</b>	<b>--</b>	<b>265</b>

**Parking Demand Impact Analysis.** Parking demand estimates were developed for the project based on parking supply requirements for condominiums in cities with similar characteristics to the City of Santa Barbara. The comparison cities were chosen for their commitment to alternative transportation and pedestrian-oriented development. The cities that were analyzed are Laguna Beach, Santa Cruz, San Luis Obispo, and Santa

Monica. Table 5.5-16 provides the parking requirements for condominium uses at these cities.

**Table 5.5-16  
Parking Requirements from Similar Cities**

	<b>Parking Requirement (Condominium)</b>	<b>Proposed Project Parking Required Based on Similar Parking Requirement</b>
City of Laguna Beach	1.5 spaces per unit (one bedroom); 2.0 spaces per unit (two bedroom); plus one guest space per 4 units	265 parking spaces
City of Santa Cruz	1.0 space per unit (one bedroom); 2.0 spaces per units (two or more bedrooms)	231 parking spaces
City of San Luis Obispo	1.5 spaces per unit (one bedroom); 2.0 spaces per unit (two bedroom); plus one guest space per 5 units	259 parking spaces
City of Santa Monica	2 spaces per unit (one bedroom or more); plus one guest spaces per 5 units	264 parking spaces

As shown in the table above, parking requirements for three of the cities were similar to the City of Santa Barbara requirement. However, the parking rate for the City of Santa Cruz is low compared to the other cities. The City of Santa Cruz parking requirement is less than the other three cities based on the various alternative modes of transportation provided and their level of use. The City of Santa Cruz provides bus service around town, as well as to the University of California, and provides an aggressive bicycle infrastructure system and program.

As discussed earlier, only one MTD bus route serves the area adjacent to the project site. Furthermore, at present the bus service would not provide service directly to Cottage Hospital, as the proposed housing project is intended to serve. In addition, there are no striped bicycle facilities located within the project area. Most bicycle routes are unsigned and unpainted, which may not promote safe bicycle circulation and the area topography may discourage some potential bicycle riders and new pedestrians. Future bicycle routes and bus stops within the project area may encourage the use of bicycles and buses for alternate modes of transportation.

Based on the parking requirements for all four cities, the City of Santa Barbara parking ordinance is consistent with three of the four similar cities. The parking requirement for the City of Santa Cruz may not accurately represent the proposed project area due to the lack of alternate modes of transportation near the proposed project.

ATE (2004) also evaluated the peak parking demand of the proposed project. Based on a peak parking demand for condominium units of 1.5 to 2.0 spaces per unit (ITE, Parking Generation Handbook, Third Edition), the parking demand of the proposed



project would be between 184 and 241 spaces. The parking demand for the project was also evaluated based on vehicle ownership data derived from the 2000 Census. Using an average of 1.9 vehicles available per owner-occupied housing in the project's census tract, plus the provision of additional parking spaces for guest parking (0.25 space per unit), it was estimated that the proposed project would have a peak parking demand of approximately 2.15 spaces per unit (247 spaces + 11 Villa Riviera = 258 spaces). The proposed project would provide parking at a ratio of approximately 2.2 parking spaces per unit (253–254 spaces + 11 Villa Riviera = 264–265 spaces). Therefore, the ATE report concluded that the amount of parking provided by the project would satisfy the project's peak parking demand. The shared parking agreement with the adjacent medical office building would result in a minor additional parking demand on the project site during daytime (business) hours. This additional parking demand would not adversely affect the parking supply on the proposed project site because peak parking demand times for the project would be during the evening and on weekends. Therefore, the additional parking demand resulting from the shared parking agreement would not coincide with peak parking demands of the proposed project.

The parking demand data provided by several sources confirms that the amount of parking that would be provided by the proposed project would be adequate to meet peak parking demands of the project. **Therefore, the proposed project would not result in a significant impact to parking availability in the project area (Class III).**

Factors such as the availability of a project-sponsored shuttle service, the potential for expanded bus service in the project area, the proximity of the project to a major employment center, and proximity to the services provided in downtown Santa Barbara, may encourage some residents of the project to maintain fewer vehicles, which would reduce the demand for on-site parking. Future vehicle ownership trends are difficult to predict, however, and a reduction in on-site parking supply could have the potential to result in a significant parking impact, most likely to the on-street parking supply in the project area.

**Bicycle Parking Impact Analysis.** The City does not have a bicycle parking standard for residential uses. However, the City Transportation staff recommends that one bicycle parking space be provided per dwelling unit. Each bicycle parking space should be enclosed and secure, and not shared with other storage. Units that provide an enclosed garage would meet the bicycle parking recommendation. A dedicated bicycle parking space should be provided for all units that do not have an enclosed garage.

As proposed, 33 units would not have an enclosed garage, therefore, at least 33 secure bicycle parking spaces should be provided on the project site. The project proposes to provide 12 bicycle parking spaces, which would result in a deficit of 21 bicycle parking spaces. The City's Circulation Element encourages bicycle use, and the substantial deficit in bicycle parking facilities that would occur on the project site would have the potential to result in significant alternative transportation disincentive. **Increasing the number of secure bicycle parking spaces on the project site would**

**reduce this significant transportation-related impact to a less than significant level (Class II).**

### **Short-Term Construction Traffic and Parking Impacts**

Project-related demolition, grading and construction operations would be implemented in a series of phases over an approximate 67-week period. Proposed construction-related activities have been identified for four separate project areas, and the project development activities in each area would be conducted in four overlapping phases. Each development area would be managed as a “project within a project.” Additional information regarding the development-related activities that would occur within each proposed project site development area is provided in section 3.3.2 of this EIR.

**Construction-Related Trip Generation.** The number of project-related construction trips was estimated by assuming one car per construction worker inbound during the a.m. peak hour and outbound during the p.m. peak hour. Truck trips are based upon truck trip estimates provided by Rider Hunt Levett & Baily. The total construction-related trips are shown for each proposed project site development area on Table 5.5-17

**Table 5.5-17**  
**Construction Trip Generation by Development Area**

	Worker Trips		Truck Trips <sup>1</sup>		
	AM	PM	AM <sup>2</sup>	PM <sup>2</sup>	Daily <sup>3</sup>
Development Area 1	75	75	7	7	66
Development Area 2	65	65	4	4	42
Development Area 3	65	65	4	4	40
Development Area 4	100	100	8	8	76

<sup>1</sup> Source: Rider Hunt Levett & Baily (2004).

<sup>2</sup> Peak-hour truck trips represent 10 percent of the daily truck trips.

<sup>3</sup> ADT of construction-related trucks were estimated by dividing the total number of truck trips by the estimated duration (number of workdays) of the specific development activity.

The inbound and outbound peak hour traffic from construction traffic traveling to/from the project site would generate roughly the same volume of peak hour traffic as the former Saint Francis Hospital operation. As demonstrated in the level of service analysis, all study area intersections operate with satisfactory levels of service in the existing plus hospital scenario. **Therefore, short-term traffic volumes generated by the proposed project would not result in significant traffic impacts to intersection operations (Class III).** This less than significant impact would be reduced even further with the implementation of mitigation measures recommended by the Initial Study prepared for the Workforce Housing project, which provides that a construction vehicle traffic route be established to minimize trips through surrounding neighborhoods.



**Construction Worker Parking.** Construction workers would be required to park in designated areas located on the project site while space is available. This may include open areas not used for building development, proposed parking areas and below-ground parking garages after they are completed. After construction activities replace available parking and there are no longer adequate areas on-site to accommodate construction worker parking, the project has proposed to shuttle workers to and from off-site parking areas. Impacts to on-street parking availability could also result if the project resulted in the storage of vehicles or materials in the public right-of-way. **The provision of adequate off-site parking areas, and prohibiting off-site storage adjacent to the project site, would reduce potentially significant temporary construction-related parking impacts to the surrounding neighborhood to a less than significant level (Class II).**

**Construction Truck Traffic.** Trucks traveling to and from proposed Development Areas 1, 2, and 3 would generally have equal access opportunities via Micheltorena Street and Arrellaga Street. Truck access to and from Development Area 4 would primarily occur via Micheltorena Street. Over the course of the 67-week construction period, it is estimated that approximately 30 percent of construction-related truck traffic would use Arrellaga Street, while approximately 70 percent would use Micheltorena Street. It was also assumed that most construction traffic would travel on Garden Street to and from U.S. 101 or the Marborg Construction and Demolition Recycling Facility on Quarantina Street.

Based on an estimate of 16,920 total project-related truck trips of over the 67-week project development period (Rider Hunt Levett & Baily, 2004), the project would result in a daily average of approximately 50 truck trips (16,920 trips divided by approximately 338 anticipated weekday workdays). Approximately 15 daily truck trips would access Arrellaga Street, 35 daily truck trips would access Micheltorena Street, and 50 daily truck trips would access Garden Street. Project-related construction traffic on Garden Street would be the highest and would result in approximately five truck trips per hour during proposed construction hours. During the peak hour, approximately five truck trips (approximately one truck trip per 12 minutes) would be traveling on Garden Street.

The number of construction trips added to the surrounding circulation system by the proposed project would not add a significant number of truck trips to the study area intersections or roadways. The capacity of the roadways would not be adversely affected by the number of truck trips on the designated hauling route. **Therefore, construction-related traffic and circulation impacts would be less than significant and no mitigation measures are required (Class III).**

### **5.5.6 Mitigation Measures and Residual Impacts**

#### **Significant and Unavoidable Impacts**

**TRF 1.** The implementation the Workforce Housing project has the potential to result in a significant contribution to cumulative peak hour traffic conditions at the intersections of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street, and Mission Street/Bath Street. The successful implementation of the mitigation measure provided below would minimize the project's cumulative traffic impacts, but would not reduce the impact to a less than significant level (Class I).

**TRF-1a. Resident Shuttle Program.** The project applicant shall implement and operate a shuttle program designed to serve project residents and to reduce the project's peak hour trip generation. The objective of the program shall be to reduce the proposed project's significant cumulative contribution of traffic to the intersections of:

- Anapamu Street/Laguna Street
- Arrellaga Street/Garden Street, and
- Mission Street/Bath Street.

Prior to the issuance of building permit for the Cottage Hospital Foundation Housing project, the project applicant shall submit a proposed Project Resident Shuttle Program Plan to the City Public Works Department for review and approval. At minimum, the following elements shall be specified by the Plan.

1. Operation Hours. At minimum, the shuttle program shall provide service during the A.M. and P.M. peak traffic hours, and during shift changes at Cottage Hospital. The plan shall indicate the specific hours that the shuttle service is to be provided.
2. Shuttle Routes. Routes to be used by the shuttle to transport project residents to Cottage Hospital, other Cottage Health Systems facilities and locations in downtown Santa Barbara shall be described. To the extent possible, proposed shuttle routes shall avoid intersections that operate at unacceptable levels of service during peak hour periods. A procedure for obtaining City approval to modify proposed shuttle routes to accommodate the needs of project residents that wish to participate in the program shall also be included in the Plan.

3. Shuttle Ridership Monitoring. To reduce the proposed project's significant cumulative traffic impact to identified intersections to a less than significant level, it was assumed that:

- 50% of the project-related peak hour commute trips would be destined for Cottage Hospital, and 25% of the project residents that commute to Cottage Hospital would use the shuttle service. Therefore, the shuttle program would reduce project-related peak hour trips destined to Cottage Hospital by approximately 12.5 percent.
- 50% of the project-related peak hour commute trips would be destined for downtown Santa Barbara, and 25% of the project residents that commute to the downtown area would use the shuttle service. Therefore, the shuttle program would reduce project-related peak hour trips destined to the downtown area by approximately 12.5 percent.

The Project Resident Shuttle Program Plan shall include a monitoring program to quantify ridership characteristics and to validate assumptions regarding the peak hour trip reductions attributable to the shuttle program. Shuttle ridership and peak hour trip reduction data shall be provided to the Public Works Department within six months of the start of the shuttle program and once annually thereafter.

The Project Resident Shuttle Program Plan ~~shall~~should also contain a range of measures that may be implemented to increase participation in the shuttle program should the monitoring data indicate that the program is not reducing the proposed project's peak hour trip generation characteristics sufficiently to reduce its cumulative traffic impacts to a less than significant level. Such additional measures may include, but are not limited to: expanding the shuttle service times and/or routes to make it more convenient for program participants, offering financial or other incentives to program participants, or expanding the program to neighborhood residents that also commute to Cottage Hospital, Cottage Health Systems facilities or the downtown area.

4. Shuttle Bus. The type and size of vehicle(s) to be used to implement the shuttle bus program shall be specified.
5. Program Implementation. A shuttle program shall be initiated in accordance with the provisions in the approved Project Resident

Shuttle Program Plan before more than 75% of the proposed residential units are occupied.

Implementation of the resident shuttle program described above would reduce the cumulative traffic impacts of the Workforce Housing project at the Anapamu Street/Laguna Street, ~~and Arrellaga Street/Garden Street, and Mission Street/Bath Street~~ intersections to a less than significant level. The requirement to operate the shuttle at shift change times at Cottage Hospital could also have the beneficial effect of reducing the total number of project-generated trips, as well as reducing the number of peak hour traffic trips that would be generated by the project. ~~The shuttle program, however, would not reduce the project's cumulative traffic impact at the Mission Street/Bath Street intersection to below the City's cumulative impact threshold of five or fewer peak hour trips. However, it cannot be assured that the shuttle program would result in a permanent reduction in project-generated trips over the life of the project because state law prevents the City from requiring a project to implement transportation demand management measures.~~ Therefore, the mitigation measure would not reduce all of the proposed project's cumulative traffic impacts to a less than significant level.

The Workforce Housing project presents a unique and beneficial opportunity to implement an employer-sponsored transportation program that is specifically designed to meet the workplace commuting needs of a relatively large concentration of Cottage Health Systems employees. However, it is not possible to accurately assess the effectiveness of the shuttle mitigation program at this time because the project's occupancy characteristics are not known (i.e., it cannot be known at this time how many administrative, clinical or support job classification employees would occupy the proposed housing project and what would be the peak hour commuting/shift change characteristics of those employees/project residents).

~~The use of shuttle ridership assumptions that are different from those used by this EIR to evaluate the effectiveness of the shuttle mitigation measure could indicate that the shuttle program would reduce all project-related cumulative impacts to a less than significant level. Even with such a finding, however, the success and continued implementation of the shuttle program over the life of the Workforce Housing project cannot be assured. Therefore, it has been concluded that the proposed shuttle program would substantially reduce the proposed project's cumulative traffic impacts, but would not reduce the identified impacts to a less than significant level. While potentially beneficial, it has not been demonstrated that the proposed shuttle program would result in a permanent reduction in project-generated vehicle trips. Therefore, the proposed project's cumulative traffic impacts are considered to be significant and unavoidable. Despite the conclusion that the shuttle program would not reduce the project's cumulative peak hour traffic impacts to a less than significant level, the implementation of such a program would be consistent with the basic purpose of CEQA to "prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible" (CEQA Guidelines section 150029a)(3).~~

### **Impacts That Can Be Reduced To a Less Than Significant Level**

**TRF-2. The use of tandem parking spaces in Garage No. 3 has the potential to result in significant access and circulation impacts.** Implementation of the mitigation measure provided below would reduce potential impacts associated with the use of tandem parking spaces to a less than significant level (Class II).

**TRF-2a. Tandem Parking Space Assignment.** The proposed parking plan for the Workforce Housing project shall be revised to indicate that each pair of proposed tandem parking spaces are to be assigned to the same residential unit.

**TRF-3. The Workforce Housing project does not provide an adequate number of bicycle parking facilities on the project site.** Implementation of the following mitigation measure would reduce potential bicycle parking impacts of the proposed project to a less than significant level (Class II).

**TRF-3a Bicycle Parking Spaces.** The site plan for the proposed project shall be revised to provide secure bicycle parking facilities for at least 33 bicycles. If feasible, enclosed (i.e., bike locker) facilities shall be provided. The required bicycle parking facilities shall be distributed throughout the project site.

**TRF-4. Parking by construction workers and the storage of building materials and equipment during the development of the Workforce Housing project has the potential to result in a significant short-term parking impact to the neighborhoods surrounding the project site.** Implementation of the following mitigation measures would reduce potential short-term parking impacts of the proposed project to a less than significant level (Class II).

**TRF-4a Construction Parking and Materials/Equipment Storage.** Construction parking shall be provided as follows:

1. During the demolition, grading and construction phases of the proposed project, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager. A shuttle service between the parking area and the project site shall also be provided.
2. Storage or parking of construction materials ~~or~~ and equipment within the public right-of-way shall be prohibited.

**TRF-5. The current project design does not provide adequate pedestrian circulation within the site consistent with ADA standards.**

**TRF-5a. Pedestrian and ADA Circulation.** The internal circulation of the project shall be revised to provide at least one access connection between the northern and southern portions of the project site according to ADA standards.

### **Less Than Significant Impacts**

The following mitigation measures are recommended to address adverse but less than significant transit and construction-parking impacts of the Workforce Housing project. Implementation of the following recommended measures is not required to reduce project-related impacts to a less than significant level, but would minimize transit and construction parking effects, consistent with Circulation Element policies.

**TRF-6 The Workforce Housing project has the potential to result in an increased demand for transit service. MTD has indicated that it may be necessary to evaluate the need for providing bus stop facilities adjacent to the project site in the future.**

**TRF-6a. Bus Stop Improvement Bond.** Prior to the occupancy of the proposed project, the project applicant shall submit to the City of Santa Barbara public works improvement bond MTD a bond for an amount sufficient to provide bus stop improvements (including but not limited to shelters, benches, trash receptacles, and required road improvements) along both sides of Salsipuedes Street. The amount of the bond shall be approved by the City and MTD. After providing the bond, if it has not been determined within a one-year period that bus stop improvements adjacent to the project site are warranted, the bond shall be returned to the project applicant.

**TRF-7. Development of the Workforce Housing project has the potential to result in the generation of approximately 50 construction-vehicle trips per day.**

**TRF-7a Construction Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods. Temporary traffic control measures, such as but not limited to appropriate signage, flag-persons, barriers, etc shall also used to minimize construction-related traffic conflicts. Proposed construction vehicle routes and traffic controls shall be submitted to the Public Works Department for review and approval.

## **5.6 WATER QUALITY IMPACTS AND MITIGATION MEASURES**

The Initial Study prepared for the Cottage Hospital Foundation Workforce Housing project determined that the proposed housing development would not result in a significant long-term drainage impact because it would discharge less storm water runoff than the existing development at the project site. Storm water discharges would be reduced under the proposed development condition because the housing project would have less impermeable ground surface than the existing hospital-related development and the proposed project's drainage facilities would be adequate to contain storm water flows as required by the City of Santa Barbara.. Long-term impacts to runoff water quality would also be reduced to a less than significant level because the project would provide on-site storm water filtering devices and would be required to comply with the City's standard permitting requirements that minimize impacts to runoff water quality. The Initial Study also concluded that the project would not result in flooding impacts or significant impacts to groundwater. Therefore, no further evaluation of long-term drainage and water quality impacts are required

The Workforce Housing project Initial Study determined that potential short-term construction-related water quality impacts would have the potential to be significant, but could be reduced to a less than significant level by mitigation measures included in the Initial Study and identified by the EIR. This EIR evaluates the potential for the proposed project to result in short-term construction-related impacts to surface water quality and identifies mitigation measures to reduce potential impacts.

### **5.6.1 Setting**

#### **Existing Project Site Conditions**

The proposed project site is 7.39 acres in area and it slopes from north to south. The project site elevation ranges from approximately 274 feet in the northwest corner to approximately 156 feet in the southeast corner. Several retaining walls have been developed on the project site to create level building and parking areas, however, the overall slope of the project site is approximately 12.7%.

Approximately 75% of the project site is covered with buildings or parking areas, and the undeveloped portions of the hospital complex are predominately covered with landscaping. Therefore, the existing hospital complex is not a substantial source of erosion or sediment production. The two vacant lots located in the northeast corner of the project site are approximately 0.42 of an acre in size and generally have sparse ground cover. Since this portion of the project site is not disturbed on a regular basis, it is not a substantial source of erosion or sediment.

Parking areas located in the central and southern portions of the project site are an existing source of vehicle-related pollutants such as oil, grease, hydrocarbons and heavy

metals that may adversely affect the quality of storm water runoff water. Landscaping throughout the project site may also be a source of fertilizers, pesticides and other landscape products in runoff.

The project region receives an average of approximately 14 inches of rain per year, with most of the precipitation occurring between the months of November and April. Most of the storm water runoff from the project site is directed to Micheltorena Street, and is then conveyed through the City's storm water system and ultimately discharged to Mission Creek.

### **Water Quality**

Section 303(d) of the 1972 Clean Water Act requires states to develop a list of water bodies that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that each state establish priority rankings for water on the lists and develop action plans, called as Total Maximum Daily Loads (TMDL), to improve water quality. Mission Creek is included on the 303(d) list due to elevated levels of pathogens. Urban runoff and discharges from storm sewers are identified as contributing sources to pathogen levels in Mission Creek.

### **Regulatory Setting**

Water quality protection for the watercourses of Santa Barbara County is regulated by the Central Coast Regional Water Control Board (RWQCB). Under authority provided by the California Water Code, the RWQCB is authorized to issue National Pollutant Discharge Elimination System (NPDES) permits in accordance with the requirements of the Clean Water Act on behalf of the U.S. Environmental Protection Agency. The Central Coast RWQCB also acts as the regional agency for the regulation of water quality on behalf of the State Water Resources Control Board (SWRCB).

The NPDES Phase II Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s) because discharges of storm water from these systems are considered "point sources" of potential pollution. As part of the NPDES Phase II requirements, the State Water Resources Control Board adopted a General Permit for the Discharge of Storm Water from Small MS4s (Water Quality Order 2003-0005-DWQ) to provide permit coverage for smaller municipalities. The General Permit requires storm water dischargers, such as the City of Santa Barbara, to develop and implement a Storm Water Management Program (SWMP). It is the goal of the SWMP to reduce the discharge of pollutants to surface water sources and the ocean to the maximum extent practicable.

The City of Santa Barbara has prepared a Draft SWMP that describes how the City will identify and implement a range of "best management practices" to reduce the discharge of pollutants and protect water quality. The Draft SWMP also describes how



the City will implement the six water quality protection elements that are required by the General Permit:

- Public education
- Public involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post-construction storm water management
- Pollution prevention for municipal operations

When combined, the six water quality protection elements of the SWMP are expected to reduce pollutants discharged into receiving water bodies to the maximum extent practicable.

The SWMP element most applicable to the development of the proposed project pertains to construction site storm water runoff control. Under this element, the City has identified sediment control best management practices and other “good housekeeping” practices that are required of construction site operators on all permitted projects in the City. These requirements are described in a publication entitled *Procedures for the Control of Runoff into Storm Drains and Watercourses*.

The Building and Safety Division *Erosion/Sedimentation Control Policy* (2003), identifies standards for erosion prevention, sediment control and storm water quality management during construction, and long-term post-construction site stabilization. The provisions of the policy are intended to prevent and reduce adverse impacts to the drainage system and creeks of the City of Santa Barbara.

NPDES regulations, along with programs adopted by the SWRCB, require that construction projects disturbing more than one acre obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit 99-08-DWQ). The Construction General Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific best management practices to control the discharge of pollutants from the construction site to surface water sources. Construction projects greater than one acre in size are required to file a Notice of Intent to comply with the NPDES general construction activities storm water discharge permit with the State Water Resources Control Board and to develop and implement a SWPPP.

### **5.6.2 Impact Significance Guidelines**

Appendix G of the *CEQA Guidelines* indicates that a project would result in a significant impact to water quality if it would substantially degrade water quality or substantially alter the existing drainage pattern of the project site or area in a manner that would result in substantial erosion or siltation on- or off-site. Impact evaluation guidelines used by the City of Santa Barbara provide that a project may result in a

significant water quality impact if it would result in a substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrade water quality.

### **5.6.3 Impact Evaluation**

#### **General Construction-Related Impacts**

The construction of the proposed project would result in the removal of vegetation, existing buildings and paved areas, and grading operations that would disturb the ground surface. Each of those actions will expose soil and increase the potential for erosion and sedimentation impacts to water resources. Construction projects also require the use of substances such as fuel, lubricants, paint, adhesives, solvents, and paving materials. The accidental discharge of these types of materials also has the potential to degrade the quality water resources.

The development of the proposed project would occur over a 67-week period, which means that project-related development activities would be expected to occur throughout at least one entire rainy season. Development activities that occur during the rainy season increase the potential for significant water quality-related impacts.

Development activities on the project site would consist of three major phases: demolition of existing structures, grading, and the construction of proposed residential units and parking areas. Each of these phases would require the use of vehicles and mechanical equipment that have the potential to cause water quality impacts. These impacts may result from vehicles tracking or spilling dirt on roadways, discharges from equipment washouts and cleaning, and accidental discharges from equipment fueling or maintenance activities. Other construction site conditions that have the potential to result in water quality impacts include accumulations of solid waste, such as construction debris, packing materials and household-type trash; and the accidental discharge of sanitary waste.

**Demolition-Related Water Quality Impacts.** During the demolition phase of the Workforce Housing project, existing buildings, pavement and landscaping would be removed from the project site. These operations would expose the ground surface and substantially increase the potential for erosion and sedimentation impacts. If sediment is allowed to leave the project site, a significant water quality impact may result. The demolition of structures also has the potential to result in the release of hazardous materials that may be contained within the structures, and the release of those substances may have a significant adverse effect on water quality. Proposed mitigation measures HAZ-1a through 1d require that hazardous substances be removed from each on-site structure prior to its demolition. Therefore, the potential for the demolition of existing structures to result in the release of hazardous substances that would affect water quality would be reduced to a less than significant level (Class II) and no additional mitigation measures are required.

During the demolition phase of the project, isolated areas of the project site that contain contaminated soils would be exposed. The existing soil contamination resulted from the former use of underground fuel storage tanks, and in some cases the contaminated soil is located beneath existing structures. The potential for exposed contaminated soils to result in significant water quality impacts would be reduced to a less than significant level though the implementation of a proposed site remediation plan that has been approved by the County Fire Department, and the implementation of proposed mitigation measure HAZ-2a (see EIR section 5.2.5). Therefore, no additional mitigation measures are required for this potential water quality impact.

**Grading-Related Water Quality Impacts.** The grading phase of the Workforce Housing project would result in additional disturbances of the ground surface, thereby increasing the potential for significant erosion and sedimentation impacts to downstream water resources. Most of the 5.94-acre housing project site would be graded during the first four months of the project. As a result, a substantial area of disturbed and exposed soils would exist throughout most of the project's development. Grading operations may also require the creation of temporary soil and other material stockpiles, which have the potential to be a concentrated source of erosion and sedimentation impacts. The project site would have the potential to be a significant erosion and sediment source until the proposed structures are completed and landscaping is established.

**Construction-Related Water Quality Impacts.** During the construction phase of the project, potentially significant water quality impacts may occur as a result of the discharge of substances such as paint, plaster, paving materials, and construction debris. The installation of new landscaping may also have the potential to result in off-site discharges of fertilizers and other landscape-related substances.

**Water Quality Impact Minimization Requirements.** To reduce the potential for water quality impacts associated with demolition, grading and construction operations, and to implement construction site best management practices outlined by the SWMP, the City requires that all development projects implement the applicable water quality protection measures described by the *Procedures for the Control of Runoff into Storm Drains and Watercourses*. Water protection measures that the proposed project would be required to implement address the following development site conditions and discharge control strategies:

- |                                     |                                      |  |
|-------------------------------------|--------------------------------------|--|
| • De-watering Operations            | • Potable Water Irrigation           | • Paving and Grinding                        |
| • Sandbag Barriers                  | • Spill Prevention/Control           | • Solid Waste Management                     |
| • Storm Drain Inlet Protection      | • Stabilize Site Entrances and Exits | • Illicit Connections and Illegal Discharges |
| • Water Conservation                | • Stockpile Management               | • Liquid Wastes                              |
| • Street Sweeping and Vacuuming     | • Concrete Waste Management          | • Sanitary/Septic Waste Management           |
| • Vehicle and Equipment Maintenance | • Vehicle and Equipment Cleaning     | • Vehicle and Equipment Fueling              |

Additional information about each of the above water quality control strategies is provided in the *Procedures for the Control of Runoff into Storm Drains and Watercourse*.

The standard procedures described above address the development-related operations that would occur on the project site and the water quality impacts that have the potential to result in significant water quality impacts. Implementation of the applicable water quality protection procedures would substantially reduce the potential for the proposed project to result in short-term development-related water quality impacts.

The City requires the implementation of erosion control measures on all projects where there is removal of vegetation, grading or other soil disturbance. Erosion controls are required throughout the year during project development, and detailed erosion control plans that describe erosion control device placement and best management practice installation and maintenance details are required for larger projects. City Building Inspection staff inspects erosion controls during the course of other scheduled inspections and in response to complaints. In addition to implementing the required storm water runoff quality protection procedures, the project would be required to prepare a SWPPP that meets NPDES General Construction Permit requirements, and to file a Notice of Intent to comply with the NPDES general construction activities storm water discharge permit with the SWRCB.

With the implementation of the water quality protection requirements described above, development-related water quality impacts would be reduced to a less than significant level. **Therefore, potential short-term water quality impacts of the Workforce Housing project would be a potentially significant but mitigable impact (Class II).**

#### **5.6.4 Cumulative Impacts**

The cumulative development projects identified on Table 4.3-1 generally consist of small residential projects that would not result in the disturbance of an extensive amount of ground area. Each cumulative development project would also be required to implement appropriate erosion control and water quality protection measures.

The implementation of proposed mitigation measures would reduce the proposed project's incremental contribution to development-related water quality impacts to a less than significant level. The implementation of existing quality protection program requirements at other construction project would reduce the potential for cumulative development-related water quality impacts to a less than significant level.

### 5.6.5 Mitigation Measures and Residual Impacts

#### Impacts That Can Be Reduced To a Less Than Significant Level

**WQ-1 Project-related demolition, grading and construction activities have the potential to result in increased erosion, sedimentation and the release of substances that have the potential to result in significant water quality impacts. Implementation of the following mitigation measures would ensure that required regulatory programs are implemented in a timely manner and would reduce potential short-term development-related water quality impacts to a less than significant level.**

In addition to the mitigation measures listed below, the implementation of proposed mitigation measures HAZ 1a-1d would reduce to a less than significant level the potential for the uncontrolled release of hazardous materials located on the project site and to result in short-term water quality impacts. Mitigation measures HAZ 1a-1d requires that hazardous materials located on the project site be identified and removed prior to demolition and construction-related activities.

**WQ-1a. General Construction Activity Permit.** Prior to the issuance of a demolition, grading or building permit for the proposed project, the applicant or project developer shall comply with the requirements of the State General Permit for Storm Water Discharges Associated with Construction Activity. Compliance shall include providing the City with a copy of the Notice of Intent to obtain coverage under the NPDES Construction General Permit, and a copy of the subsequent Waste Discharge Identification Number issued by the RWQCB. Compliance with the General Permit also requires the preparation of a SWPPP that identifies how potential water quality impacts associated with demolition, grading and construction operations will be minimized and controlled. A copy of the SWPPP shall be kept at the project site and be available for City review.

**WQ-1b. Erosion Control Plan.** Prior to the issuance of a demolition, grading or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the erosion control plan shall be submitted to the Community Development and Public

Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

The following erosion control measures were identified by the Initial Study prepared for the Workforce Housing project and shall be included in the required erosion control plan:

1. Minimize the area of bare soil exposed at one time (phased grading).
2. Install silt fences, sand bags, hay bales or other silt devices where necessary around the project site to prevent off-site transport of sediment.
3. Bare soils shall be protected from erosion by applying heavy seeding within five days of clearing or inactivity in construction.
4. Construction entrances shall be stabilized immediately after grading, and shall be maintained to prevent erosion and control dust.
5. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these those areas to control runoff.
6. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.
7. Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences or other approved materials and/or systems. Sediment control measures shall be maintained for the duration of the project development period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.
8. Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other suitable measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked off site shall be removed the same day using dry cleaning methods.
9. At minimum, the erosion control plan prepared for the proposed project shall address the implementation, installation and/or

maintenance of each of the following water resource protection strategies:

- De-Watering Operations
- Potable Water Irrigation
- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits
- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling

The Initial Study prepared for the proposed project identified a potentially significant impact resulting from project-related long-term impacts to the quality of runoff water. The Initial Study indicated that existing City regulations, along with proposed mitigation measures, would reduce potential long-term runoff water quality impacts to a less than significant level (Class II). The mitigation measures proposed by the Initial Study are included in EIR Appendix A and on Table 2.3-1 of the EIR Summary section (Section 2.0).





## 6.0 PLANS AND POLICY ANALYSIS

This section provides a preliminary evaluation of the Cottage Hospital Foundation Workforce Housing project's compliance with requirements of the City's General Plan and Zoning Ordinance. The Santa Barbara Planning Commission and City Council will make the final determination regarding the project's consistency with applicable plans and policies.

### 6.1 GENERAL PLAN LAND USE DESIGNATION

The Land Use Element of the Santa Barbara General Plan has applied a "Major Public and Institutional, Medical Center and Residential: 12 Dwelling Units per Acre" land use designation to the proposed project site. The Land Use Element also includes the following discussion of the Lower Riviera neighborhood, where the proposed project site is located:

*"The Lower Riviera is primarily given over to residential uses, with single-family home development predominating, but with significant pockets of more intensive duplex and multiple-unit development. Generally, the area contains many attractive homes with views overlooking the City. The General Plan designates this neighborhood primarily for a density of three dwelling units to the acre with small portions to the west and south at higher densities of twelve dwelling units to the acre. Any growth that may occur will take place in the areas now designated for higher-density development..."*

The Workforce Housing project site is located in the southern portion of the Lower Riviera neighborhood, which is identified by the Land Use Element as an area providing residential densities of twelve units per acre. Under the project site's existing land use designation, a maximum of 71 dwelling units could be developed on the project site. State bonus density provisions would allow a bonus density of 25 percent, resulting in a maximum of 89 dwelling units on the project site without requiring a lot area modification. Under affordable housing provisions, the proposed 115 residential unit project is eligible for the City's bonus density program, which allows for densities greater than those specified by the Zoning Ordinance.

The proposed housing project would result in a residential unit density of 19.36 units per acre on the 5.94-acre project site. Therefore, the dwelling unit density of the proposed project would be higher than the dwelling unit densities that presently exist in the project area, and would also be higher than the residential unit density identified by the General Plan. The proposed project, however, could be found consistent with direction offered by the Land Use Element that growth should be directed towards areas designated for "higher-density development."

## 6.2 ZONING ORDINANCE REQUIREMENTS

The portion of the project site that would be used for the development of the proposed housing units has a zoning district designation of “C-O” (Medical Office Zone). A proposed rezone would make minor adjustments to the existing “C-O” zone boundary line so that it would follow proposed property lines that would be reconfigured by the project-related tract map. The Santa Barbara Municipal Code provides the following description of the intent of the “C-O” zone:

*This is a zone which, because of its proximity to a major medical facility and its conformity with the General Plan, is deemed suitable for use for medical, dental and related professional offices as well as residences, under the following regulations (the regulations provided by Chapter 28.51 of the Santa Barbara Municipal Code). This zone also strives to provide a desirable living environment by preserving and protecting surrounding residential land uses in terms of light, air and existing visual amenities.*

Chapter 28.51 of the Santa Barbara Municipal Code provides a variety of development standards that apply to new construction located in the “C-O” zone. The proposed project’s compliance with the applicable development standards is evaluated below.

**Permitted Uses.** Land uses that may be allowed in the “C-O” zone include residences as permitted in the “R-3” (Limited Multiple-Family Residence) zone, professional offices offering medical and other related service, hospitals, medical-related uses such as laboratories and pharmacies, banks, and residential care facilities for the elderly. The “R-3” zone allows one-, two- and multiple-family dwellings, therefore, the residential uses proposed by the proposed project would be a permitted use in the “C-O” zone.

**Building Heights.** The basic building height requirement in the “C-O” zone is three (3) stories that do not exceed forty-five (45) feet. The “C-O” zone also requires that building heights immediately adjacent to a residential zone(s) not exceed the height allowed in the most restrictive adjacent residential zone for that part of the structure constructed within a distance of twenty-three (23) feet or one-half the height of the proposed structure, whichever is less.

Most of the structures that would be provided by the proposed project would be two stories and would be less than 25 feet in height, as measured from finished grade to the top of the building roof. Five of the proposed structures located along the northern perimeter of the project site would be three-story structures, with two habitable floors over a garage. The front elevation of these structures would face south (towards the project site) and would have a maximum height that does not exceed 33 feet. The rear elevation of these structures would face north (towards proposed lots that would have “R-

2" zoning) and would have a maximum height of approximately 24 feet. The maximum building height requirement for the adjoining "R-2" zoned lots is 30 feet. Therefore, the proposed project could be found consistent with the building height requirements of the "C-O" zone.

**Setback Requirements.** The basic front yard setback requirement for one- and two-story buildings in the "C-O" zone is ten (10) feet. Three-story buildings must provide a 15-foot front yard setback. Modifications to setback standards may be approved by the City with the adoption of findings specified in the Zoning Ordinance.

The proposed project includes requests for a building setback modification for three one- and two-story structures located along Salsipuedes Street. The minimum proposed front yard setback would range between approximately one foot to approximately seven feet. Several patio structures are also proposed to encroach into the required front yard setback along California Street.

The basic interior yard setback requirement in the "C-O" zone is six (6) feet for one- and two-story buildings and 10 feet for three-story buildings. Buildings located adjacent to residentially-zoned property are required to provide an interior yard setback of no less than 10 feet or one-half the height of the building, whichever is greater. The interior yard requirement along the proposed northern property line of the project site parcel would be 12 feet.

The proposed project includes a request for interior yard setback modifications for three two-story structures that would be located along the proposed northern property line of the housing project site. The required building setback would be 12 feet, and the minimum proposed building setback would be 10 feet.

**Unit Density.** Residential units may be developed in the "C-O" zone in compliance with the requirements of the "R-3" zone, which requires that lots of 14,000 square feet or more provide an area of 3,500 square feet or more for each dwelling unit. The "C-O" zoned portion of the project site would be approximately 258,796 square feet in area (5.94 acres), which would provide sufficient area to allow the development of 73 market rate residential units (approximately 12 units per acre). The proposed project would provide 115 units, or 42 units above the base density allowed by the "C-O" zoning designation. The proposed increase in residential unit density (an increase of approximately 58%) could be enabled through the City's bonus density program, provided the additional units are sold at prices affordable to middle income and upper-middle income households (households that earn between 120% and 200% of area median income). The units must remain affordable to subsequent owners throughout the term of the affordability controls.

**Parking.** The Santa Barbara Municipal Code requires multi-family projects to provide parking spaces at the following ratios:

- 1.5 spaces for each one bedroom unit.
- 2.0 spaces for each two or more bedroom unit.
- 1.0 guest space for each four units.

Based on the above requirements, the proposed project would be required to provide 254 parking spaces. As proposed, the project would provide a total of 254 covered and uncovered on-site spaces to serve the proposed residential units. An additional 11 parking spaces would also be retained to serve the Villa Riviera facility, similar to the number of parking spaces that presently serve the facility. Therefore, the proposed project could be found consistent with applicable parking requirements. Decision-makers also consider the parking demand of the project (see EIR section 5.5) and may consider modifications of parking standards with the adoption of specified findings.

## **6.3 GENERAL PLAN POLICY CONSISTENCY ANALYSIS**

### **6.3.1 Conservation Element Policies**

***Cultural and Historic Resources Goal:*** *Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.*

***Cultural and Historic Resources Policy 1.0:*** *Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.*

***Cultural and Historic Resources Implementation Strategy 1.0:*** *Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.*

***1.1*** *In the environmental review process, any proposed project which is in an area indicated on the map as "sensitive" will receive further study to determine if archaeological resources are in jeopardy. A preliminary site survey (or a similar study as part of an environmental impact report) shall be conducted in any case where archaeological resources could be threatened.*

***1.2*** *Potential damage to archaeological resources is to be given consideration along with other planning, environmental, social, and economic considerations when making land-use decisions.*

Potentially Consistent with Proposed Mitigation Measures. The Initial Study prepared for the Workforce Housing project determined that the project would have the potential to result in significant impacts to archaeological and historical resources.

*Archaeological Resources.* Potentially significant archaeological resource impacts could result from the development of the proposed project because the southern portion of the project site was historically used as a cemetery. A previously prepared archaeological investigation of the project site determined that use of the cemetery was discontinued in the late 1800's, and that burials were disinterred to the Modoc Cemetery. The study also concluded that previous ground disturbing activities at the project site resulting from hospital-related development, likely removed any previously undetected human remains as well as other potentially significant archaeological resources that may have existed on the project site. Therefore, there is presently a low probability for the proposed project to result in impacts to significant archaeological resources.

Mitigation measures identified by the Initial Study prepared for the Cottage Workforce Housing project address the potential for the project to disturb previously undetected archaeological resources, and include requirements for archaeological resource monitoring during ground disturbing activities, and the implementation of standard City requirements in the event that archaeological resources are discovered (see Summary Section 2.0, proposed mitigation measures CUL-1a through 1f). The Initial Study concluded that implementation of the proposed mitigation measures would be adequate to reduce potential project-related impacts to archaeological resources to a less than significant level. Therefore, with the implementation of the required mitigation measures, the proposed project could be found consistent with the applicable archaeological resource protection policies and implementation measures of the Conservation Element.

*Historical Resources.* The Saint Francis Hospital is not a designated historic structure or site, and the Historic Structures Report concluded that it is not eligible for designation as a National, State or City landmark. The City's Historic Landmark Commission (HLC) determined, however, that the long-term presence of the hospital facility at the project site has local historical significance. The HLC also determined that the historical resource impacts resulting from the demolition of the hospital buildings to implement the proposed housing project could be reduced to a less than significant level if the proposed project were to provide a commemorative plaque detailing the history of the Saint Francis Hospital on the project site (see Summary Section 2.0, proposed mitigation measures CUL-2a and 2b). Therefore, with the implementation of the required mitigation measures, the proposed project could be found consistent with the applicable historical resource policies and implementation measures of the City's Conservation Element.

***Visual Resources Goals:***

- *Prevent the scarring of hillside areas by inappropriate development.*
- *Protect and enhance the scenic character of the City.*

- *Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.*

***Visual Resources Policy 2.0:*** *Development on hillsides shall not significantly modify the natural topography and vegetation.*

Potentially Consistent. Grading that would be required to implement the proposed project would result in approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill. Much of the required grading would be required to provide proposed underground parking garages, and in general, the project has been designed to incorporate the use of the existing terrace areas that have been developed on the project site. Therefore, the proposed project would not result in the creation of grading-related scars and would not result in the substantial changes to the existing topography of the project site.

***Visual Resources Policy 3.0:*** *New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.*

Potentially Consistent. The Saint Francis Medical Center buildings are relatively large institutional structures located in a predominately residential area. The proposed project would result in the development of mostly two-story townhouse-style residences that would have a maximum height of approximately 25 feet. Since the proposed residences would generally have building heights that are lower than the existing Main Hospital Building, the project would not result in significant impacts to existing scenic vistas that are provided from public viewing locations in the project area. Therefore, the proposed project could be found consistent with the requirements of this policy.

***Visual Resources Policy 4.0:*** *Trees enhance the general appearance of the City's landscape and should be preserved and protected.*

***Visual Resources Implementation Strategies:***

- 4.1*** *Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.*
- 4.2*** *All feasible options should be exhausted prior to the removal of trees.*
- 4.3*** *Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.*

Potentially Consistent with Proposed Mitigation Measures. There are approximately 193 trees presently located on the project site. Of those trees, 41 are to be preserved in place, 77 are to be transplanted on the project site, and 75 are to be removed. In addition, approximately 275 new trees would be planted on the project site. As presently designed, the proposed project would retain 118 on-site trees, or almost two-thirds of the trees located on the project site. Also as proposed, trees that are to be removed would be replaced at a ratio of approximately 3.6 to 1. Proposed mitigation measures identified by the Initial Study prepared for the Workforce Housing project (see Summary Section 2.0, proposed mitigation measures BIO-1a and 1b) require that an additional tree survey be prepared to assess the feasibility of transplanting trees on the project site, and that a tree protection and replacement plan be prepared to minimize impacts to trees during the development of the proposed project. Therefore, with the implementation of the required mitigation measures, the proposed project could be found consistent with the applicable tree protection goals, policies and implementation measures of the Conservation Element.

***Air Quality Goals:***

- *Maintain air quality above Federal and State ambient air quality standards.*
- *Reduce dependence upon the automobile.*

***Air Quality Implementation Strategy 3.0:*** *Promote the use of car pooling through special provisions for the priority use of parking facilities and other employee disincentives to auto traffic in commercial areas (per TMIS) as an alternative to construction of additional parking facilities.*

Potentially Consistent. The proposed project would provide 115 units of “workforce” housing at a location near Cottage Hospital, which is a major employment center on the South Coast. The proposed housing units would allow employees to reside near their place of work, which could result in a substantial reduction in employment-related vehicle miles traveled. The proposed project has also proposed to implement a shuttle service between the project site and Cottage Hospital facilities, which would further reduce employee-generated vehicle trips. Therefore, the proposed project could be found consistent with the requirements of the applicable Air Quality goals and implementation strategies of the Conservation Element.

### **6.3.3 Housing Element Policies**

***Implementation Strategy 4.1.1:*** *Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis. See Appendix A for information on how the City’s Affordable Housing and Density Bonus Programs work.*

***Implementation Strategy 4.1.2:*** *Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing*

*Authority and private developers to use underutilized and small vacant parcels of land for new low and moderate income housing opportunities.*

***Implementation Strategy 4.1.10:*** *Support the development of infill residential projects in the City.*

Potentially Consistent. Under the project site's existing land use designation, a maximum of 71 dwelling units could be developed on the project site. State bonus density provisions would allow a bonus density of 25 percent, resulting in a maximum of 89 dwelling units on the project site without requiring a lot area modification. Under affordable housing provisions, the proposed 115 residential unit project is eligible for the City's bonus density program, which allows for densities greater than those specified by the Zoning Ordinance. The proposed project could be found consistent with direction offered by the Land Use Element that growth should be directed towards areas designated for "higher-density development."

The existing hospital-related structures located on the project site are now predominately vacant, and the former and current property owners have concluded that it would not be economically feasible to provide required seismic safety improvements to the buildings to facilitate their continued use as a hospital. Therefore, the project site is presently under utilized and the development of new residential units on the project site would be considered "infill" development within an existing developed urban area.

Therefore, the proposed project could be found consistent with policies described above related to bonus density requirements, development incentives, and the encouragement of infill development.

***Implementation Strategy 4.6.9:*** *Pursue all feasible opportunities to reduce, reuse and recycle building and construction materials.*

Potentially Consistent with Proposed Mitigation Measures. Proposed mitigation measure SW-1b requires that all construction/demolition waste generated by the proposed project be salvaged for reuse or be transported to an appropriate off-site recycling facility. With the implementation of this mitigation measure, it is reasonably expected that at least 70% of the construction/demolition waste generated by the proposed project would be recycled. Therefore, with the implementation of the proposed mitigation measure, the project could be found consistent with the waste reduction requirements of the Housing Element.

#### **6.3.4 Land Use Element Policies**

***Implementation Strategy 13.1.1:*** *Encourage the development of projects that combine and locate residential uses near areas of employment and services.*

Potentially Consistent. The Workforce Housing project would provide 115 units of "workforce" housing, including 81 affordable units. The proposed units would be



available primarily to employees of Cottage Hospital, which is located near the project site and is a major employment center on the South Coast.

***Policy 13.2:*** *Without increasing the City wide development potential as provided for in the existing Zoning Ordinance and General Plan, the City shall allow more compact, pedestrian oriented development along major transit corridors.*

Potentially Consistent. The base residential unit density of the project site is 12.0 units per acre. This density could be increased 25 percent (15 units per acre) by the City's bonus density program. The proposed project would provide a residential unit density of 19.36 units per acre, which may be permitted based on the project's proposal to provide additional affordable units. The Workforce Housing project would be located near MTD transit facilities and proposed mitigation measure TRF-6a would facilitate the installation of a new bus stop near the project site if it is demonstrated that such a facility is warranted.

### **6.3.5 Noise Element**

It is the goal of the City's Noise Element is:

*"To ensure that the City of Santa Barbara is free from excessive noise and abusive sounds such that: a) sufficient information concerning the City noise environment is provided for land use planning; b) strategies are developed for abatement of excessive noise levels; and c) existing low noise levels are maintained and protected."*

Potentially Consistent with Proposed Mitigation Measures. The proposed project would not result in significant long-term traffic or operation noise levels that would result in substantial conflicts with surrounding land uses. Construction-related noise impacts have the potential to remain significant after the implementation of proposed mitigation measures. However, consistent with Noise Element requirements, strategies (i.e., mitigation measures) have been proposed to minimize excessive noise levels resulting from construction-related operations. After construction activities are completed at the project site, the relatively low noise levels of the project area would resume. Therefore, with the implementation of proposed mitigation measures, the proposed project could be found consistent with the goal of the Noise Element.



## 7.0 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the *CEQA Guidelines* requires an EIR to “*discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...*” In general terms, a project may result in a significant growth inducing impact if it individually or cumulatively with other projects results in any of the actions described in the following examples:

- The project removes an obstacle to growth, such as: the establishment of an essential public service, the provision of new access to an area, or a change in zoning or general plan designation.
- The project results in economic expansion, population growth or the construction of additional housing occurs in the surrounding environment in response to the project, either directly or indirectly.

The Cottage Hospital Foundation Housing project would be served by sewer, water and other utility services that were previously established to serve the Saint Francis Hospital and other development in the project area. Access to the project site would be provided by the existing street system and no roadway improvements would be required. Therefore, the proposed project would not require an extension of public services that have the potential to result in or facilitate unplanned growth in the project area.

Providing residential units on the project site would be consistent with the site’s existing “CO” zoning. Providing units at the proposed density of 19.36 units per acre would exceed the project site’s base unit density (12 units per acre) plus a 25 percent bonus density (15 units per acre), however, the increased unit density could be accommodated by the City’s existing affordable housing program requirements. Therefore, the proposed project would not result in a change in zoning or general plan requirements that would have the potential to result in additional unplanned growth in the project area.

The housing units provided by the proposed project would primarily be offered to existing employees of Cottage Hospital. Therefore, the project would not attract a substantial number of new residents to the project area or result in significant direct population growth impacts. Persons that would occupy the new residences provided by the project would vacate their existing residences, which would result in the creation of additional housing opportunities. The number of vacated residential units would be relatively small when compared to the housing stock provided in Santa Barbara and throughout the region, and due to the very low vacancy rates that exist throughout the project area, the additional units would not result in a surplus of housing. It is also likely that the vacated units would be located throughout the project region, as employees

commuting from distant locations would be most interested in relocating to the units provided by the proposed project. Therefore, any population in-migration that may occur to occupy the vacated units would be spread across the region and not be concentrated in any one community. Therefore, the Cottage Hospital Foundation Housing project would not result in significant indirect population growth impacts.

## 8.0 ALTERNATIVES

Section 15126.6(a) of the *CEQA Guidelines* states that “an EIR shall describe a range of reasonable alternative to the project or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The EIR is to consider a “reasonable range” of alternatives to foster informed decision-making and public participation.

Four alternatives to the Cottage Hospital Foundation Workforce Housing project have been evaluated in this EIR:

- **No Project.** This alternative evaluates two scenarios that could occur if the proposed project is not implemented. One scenario is the “No Development” alternative, which assumes that the existing hospital building complex remains largely vacant, similar to existing conditions at the project site. The other scenario is the “Reestablish Medical Uses” alternative, which assumes that medical-related uses similar to those previously conducted by Saint Francis Hospital are reestablished in the existing buildings located on the project site.
- **Use Only Existing On-Site Buildings to Develop New Residences.** Under this alternative, the Main Hospital Building and Convent Building would be converted to a residential use. It is estimated that under this alternative, approximately 89 residential units could be developed on the project site.
- **Project Redesign – Reduced Number of Units.** This alternative would reduce the number of residential units provided on the project site by making several design changes to the proposed project. Under this alternative, it is also estimated that approximately 89 residences would be provided on the project site.
- **Alternative Use – Mixed Use Development.** Under this alternative, approximately 77,000 square feet of commercial office space and 51 residential units would be provided on the project site. Commercial office uses that may be established would be those allowed by the current “Medical Office” zoning of the project site.

The alternative of developing a residential project similar to the proposed project at an alternative site was initially considered, but was subsequently determined to not be feasible. Criteria used to evaluate the ability of the Alternative Site alternative to meet the objectives of the proposed project, as well as the feasibility of implementing the project at an alternative site included:

- The alternative site or sites must provide a sufficient amount of developable area to provide a similar number of residential units as the proposed project,

and must be located in the South Coast area to fulfill the project objective of providing workforce housing near Cottage Hospital.

- The alternative site or sites must be owned by Cottage Hospital. This criterion was used because it would not be financially feasible for Cottage Hospital to acquire a project site large enough to develop a similar number of units as the proposed project, and to construct the new residential units.

It was determined that Cottage Hospital owns 21 parcels located in the vicinity of the hospital. Most of these parcels have been developed with hospital or accessory/support uses (i.e., Cottage Hospital, central plant facilities, parking structures, day care facilities and medical office buildings). All of the parcels have been included in the proposed Cottage Hospital redevelopment project and would not be available for the development of workforce housing.

It was also determined that Cottage Hospital owns 15 additional properties located in the Oak Park neighborhood or other areas near the hospital. Most of these properties have been developed with medical, administrative, or residential uses that would have to be demolished to be redeveloped with workforce housing. None of the properties, either individually or collectively, would be suitable for the development of a workforce housing project that meets the objectives of the proposed project. Therefore, it was determined that properties owned by Cottage Hospital did not meet the feasibility criteria established for this alternative, and that an alternative project site alternative was not a feasible alternative to the proposed project.

## **8.1 NO PROJECT ALTERNATIVE**

CEQA Guidelines section 15126.6(e) requires that an EIR evaluate a “No Project” alternative. The purpose of this alternative is to *“allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.”* This alternative analysis compares the environmental effects of the project site remaining in its existing condition against environmental effects that would occur if the proposed project were approved.

Two “No Project” Alternative scenarios are presented below. The first scenario is the “No Development” scenario which assumes that the Saint Francis Medical Center site remains in its present condition. The second scenario is the “Reestablish Medical Uses” alternative, which assumes that existing on-site buildings are once again used for medical-related uses.

### **8.1.1 No Project Alternative – No Development Scenario**

Under “No Development” scenario, the existing Saint Francis Medical Center complex would remain predominately vacant and in a condition similar to what presently

exists at the project site. No changes to existing structures would occur and no new uses would be established on the project site.

This alternative would avoid the short-term development-related environmental impacts that would be associated with the implementation of the proposed project, as existing buildings would not be demolished and extensive grading operations on the project site would not occur. Some minor structural alterations and grading would ultimately be required on the project site to remove soils that have been identified as being contaminated with diesel fuel, however, the potential for the soil remediation program that has been approved by the Santa Barbara County Fire Department to result in short-term air quality, noise, solid waste, traffic and water quality impacts would be substantially less than the short-term impacts of the proposed project. Implementation of the approved soil remediation program would not result in any significant long-term environmental impacts.

Under this alternative the Saint Francis Medical Center complex would remain largely vacant. If the project site were to remain vacant for an extended period of time without adequate maintenance, this alternative would have the potential to result in the development of blighted conditions on the project site, which could lead to significant aesthetic and public safety impacts.

Implementation of the “No Development” alternative would avoid the short- and long-term environmental impacts of the Workforce Housing project. However, this alternative would not implement any of the objectives of the proposed project, including the primary objective of providing employee housing that is located near a major employment center.

#### **8.1.2 No Project Alternative – Reestablish Medical Uses**

The “Reestablish Medical Uses” scenario is considered to be a potential “No Project” alternative because a medical-related uses that are conducted in a manner similar to the operations that formerly existed on the project site could be reestablished in the existing project site structures. If the existing buildings located on the project site were used for medical-related uses other than acute patient care (i.e., a hospital), the existing buildings would not be required to comply with the structural requirements of the Hospital Seismic Safety Act (SB 1953), which requires that hospital buildings be retrofitted by January 1, 2013 to comply with current state building code requirements. It is likely that under this alternative, the medical uses that would be established on the project site would consist primarily of doctors and dentists offices, and various medical-related support and accessory uses.

### **8.1.1 Air Quality**

**Short-Term Impacts.** If the structures located on the project site were to be retained and used for medical uses, short-term dust and equipment operation emissions associated with demolition, grading and construction activities required to implement the proposed project would be substantially reduced. Therefore, this alternative would have reduced short-term emission impacts when compared to the impacts of the proposed project.

**Long-Term Impacts.** This alternative would have traffic generation characteristics that are similar to the conditions that existed when the Saint Francis Hospital was in operations (baseline conditions). Since the proposed residential project would also result in traffic conditions that are similar to baseline conditions, the vehicle-related air emissions of this alternative would also be similar to the emissions of the proposed project. Operation-related emissions associated with the proposed residential uses and medical uses that could be developed under this alternative would also be similar.

### **8.1.2 Hazardous Materials**

**Short-Term Impacts.** Implementation of this alternative would likely require extensive renovations to the interior of the project site buildings, such as the removal and reconstruction of interior walls, and the removal and replacement of plumbing, electrical, heating and ventilation systems. Demolition and construction activities required to implement this alternative would have the potential to result in the release of asbestos fibers, lead-based paint dust, mercury and PCBs. The potential for the release of those substances under this alternative would generally be similar to the impacts of the proposed project and could be reduced to a less than significant level through the implementation of proposed mitigation measures.

**Long-Term Impacts.** The Initial Study prepared for the Workforce Housing project determined that potential long-term hazardous material impacts that may be associated with the proposed residential project would be limited to the use of household-type products such as cleaners, paints, garden and automotive products. This alternative would result in the continuation of medical-related uses on the project site, which would have an increased potential to use hazardous materials and to generate hazardous waste when compared to the proposed project. Although the hazardous material/waste impacts of medical-related uses could be reduced to a less than significant level, the long-term hazardous material impacts of this alternative would be increased when compared to the impacts of the proposed project.



### **8.1.3 Noise**

**Short-Term Impacts.** Structures located on the project site would not be demolished under this alternative, and extensive grading operations on the project site would not be required. Much of the construction required to develop new medical facilities would occur inside existing structures, which would also minimize construction-related noise at off-site receptor locations. Therefore, this alternative would substantially reduce the potential for noise impacts to land uses surrounding the project site. Due to the reduced amount and duration of project development noise that would be associated with this alternative, it is likely that the mitigation measures proposed by this EIR to minimize short-term noise impacts would be adequate to reduce the development noise impacts of this alternative to a less than significant level (Class II).

**Long-Term Impacts.** The most substantial source of long term noise that would be associated with the proposed project and this alternative would be from vehicle trips on local roadways. This alternative would have traffic generation characteristics that are similar to the conditions that existed when the Saint Francis Hospital was in operations (baseline conditions). Since the proposed residential project would also result in traffic conditions that are similar to baseline conditions, the traffic-related noise impacts of this alternative would be similar to the traffic noise impacts of the proposed project. Since the project site would be used for medical offices under this alternative, it is not likely that potential long-term noise sources, such as emergency vehicles, would affect surrounding land uses. Therefore, long-term noise impacts of this alternative would be similar to the impacts of the proposed project.

### **8.1.4 Solid Waste**

**Short-Term Impacts.** Under this alternative, the structures located on the project site would not be demolished, although extensive interior construction and remodeling would be required. By retaining the existing structures, the amount of demolition debris generated by this alternative would be substantially less than the amount of debris that would be produced by the proposed project.

**Long-Term Impacts.** It is likely that the solid waste generation characteristics of this alternative would be similar to the characteristics of the former hospital. Using a waste generation rate of 1.90 tons/year/room (County of Santa Barbara Environmental Thresholds and Guidelines Manual, 2003), the 85-bed St. Francis Hospital generated approximately 161 tons of solid waste per year. The Initial Study prepared for the Workforce Housing project estimated that the proposed residential project would generate approximately 152 tons of solid waste per year requiring landfill disposal. Therefore, the long-term solid waste impacts of the proposed project and this alternative would be similar.

### **8.1.5 Transportation, Circulation and Parking**

**Short-Term Impacts.** Maintaining the existing buildings on the project site would result in reduced demolition, grading and construction activities when compared to the proposed project. Therefore, this alternative would also result in a corresponding reduction in truck trips to haul demolition material from the site, and a reduced number of other construction vehicle and worker trips on local roadways. The reduction in development-related vehicle trips that would result from this alternative, however, would not result in substantially reduced impacts when compared to the less than significant short-term construction vehicle traffic impacts of the proposed project. Therefore, the short-term construction traffic impacts of this alternative would be similar to the impacts of the proposed project.

**Long-Term Impacts.** This alternative would generally have traffic generation characteristics, both in terms of traffic volumes and distribution, that are similar to the conditions that existed when the Saint Francis Hospital was in operations (baseline conditions). Therefore, this alternative would not result in a substantial change in traffic conditions on project-area roadways when compared to baseline conditions, and the significant and unavoidable cumulative traffic impacts of the proposed project would not occur.

### **8.1.6 Water Quality**

**Short-Term Impacts.** This alternative would reduce the amount of demolition and grading on the project site. Since less of the project site's surface area would be exposed and subject to erosion and other construction-related water quality impacts, the potential for this alternative to result in adverse short-term water quality impacts would be reduced when compared to the impacts of the proposed project.

**Long-Term Impacts.** The Initial Study prepared for the Workforce Housing project determined that potential long-term water quality impacts of the proposed project would result primarily from surface parking lot runoff, which has the potential to contain elevated concentrations of oil, grease, heavy metals and other pollutants. The Initial Study concluded that with the implementation of standard water quality protection requirements, along with the proposed project's proposal to provide storm water filters, project-related water quality impacts would be reduced to a significant level.

Similar to the proposed project, the potential long-term water quality impacts of this alternative would primarily be from the use of surface parking areas. Implementation of City standards similar to those required for the proposed project would reduce this alternative's potential impacts to runoff water quality to a less than significant level. Therefore, long-term water quality impact of this alternative would be similar to the impacts of the proposed project.

alternative would also reduce the proposed project's less than significant off-site construction vehicle noise impacts.

This alternative would result in a substantial reduction in noise from demolition, grading and construction activities when compared to the impacts of the proposed project, which were determined to be significant and unavoidable (Class I). Due to the reduced amount and duration of project development noise that would be associated with this alternative, it is likely that the mitigation measures proposed by this EIR to minimize short-term noise impacts would be adequate to reduce the development noise impacts of this alternative to a less than significant level (Class II).

**Long-Term Impacts.** The most substantial source of long term noise that would be associated with the proposed project and this alternative would be from additional vehicle trips on local roadways. When compared to the proposed project, this alternative would provide a reduced number of units on the project site, which would reduce the number of project-related vehicle trips. The relatively small reduction in trips provided by this alternative, however, would not result in substantially reduced long-term noise impacts when compared to the less than significant off-site vehicle noise impacts of the proposed project. Therefore, the long-term noise impacts of this alternative would be similar to the impacts of the proposed project.

#### **8.2.4 Solid Waste**

**Short-Term Impacts.** Under this alternative, the Main Hospital and Convent Buildings would not be demolished, although extensive interior construction and remodeling would be required. By retaining the existing structures on the project site, the amount of demolition debris generated by this alternative would be substantially less than the amount of debris that would be produced by the proposed project. Reducing the amount of solid waste generated by the proposed project would be consistent with City objectives to promote sustainable development.

**Long-Term Impacts.** The Initial Study prepared for the Workforce Housing project determined that the project would not result in a significant long-term solid waste disposal impact. The reduction in the number of residential units that would occur with the implementation of this alternative would incrementally decrease the amount of project-generated solid waste, but overall, the long-term solid waste disposal impacts of the proposed project and this alternative would be similar and less than significant.

#### **8.2.5 Transportation, Circulation and Parking**

**Short-Term Impacts.** Maintaining the Main Hospital Building and Convent Building on the project site would result in reduced demolition, grading and construction activities when compared to the proposed project. Therefore, this alternative would also result in a corresponding reduction in truck trips to haul demolition material from the site, and a reduced number of other construction vehicle and worker trips on local roadways.

requirements and unit count assumptions that are summarized below, approximately 195 parking spaces would be required for this alternative.

Parking Requirement	Number of Units	Number of Spaces Required
1.5 spaces for one-bedroom units	11	17
2.0 spaces for two-bedroom units	78	156
1.0 guest space for every four units	89	22
<b>TOTAL</b>	<b>--</b>	<b>195</b>

### 8.2.1 Air Quality

**Short-Term Impacts.** If the Main Hospital Building and Convent Building were to be converted to a new residential use, it would not be necessary to demolish those structures. This would substantially reduce demolition-related dust emissions from the project site, with a corresponding decrease in the potential for significant short-term construction dust emission impacts. This alternative would also retain the existing parking areas located on the project site, which would minimize grading and the potential for wind-blown dust impacts. Mitigation measures to minimize construction dust-related impacts would still be required. Therefore, the short-term dust impacts of this alternative and the proposed project could both be reduced to a less than significant level.

This alternative would substantially reduce short-term equipment emissions from the use of construction equipment and trucks to demolish the Main Hospital and Convent Buildings, remove parking lots, regrade the project site, and to haul demolition waste from the project site. While reducing project-related construction vehicle emissions would be beneficial, the proposed project would not result in significant short-term construction-related vehicle emissions.

**Long-Term Impacts.** This alternative would reduce the number of residential units located on the project site from 115 to approximately 89. A reduction in the number of units provided by the proposed project would reduce direct project-related vehicle and stationary emissions, however, such a reduction is not required to reduce the long-term air emissions of the proposed project to a less than significant level. A reduction in the number of units provided by the proposed project would also minimize the project-related benefit of reducing vehicle miles traveled by Cottage Hospital employees that currently reside at locations that are farther away from the hospital than the proposed project site. The increase in vehicle miles traveled by commuting employees and the resulting mobile emission that would result from this alternative would likely result in long-term emissions to the air basin that are similar to or somewhat greater than the long-term emissions of the proposed project. Therefore, long-term air quality impacts of this alternative would generally be similar to the impacts of the proposed project.

## **8.2.2 Hazardous Materials**

**Short-Term Impacts.** Implementation of this alternative would require extensive renovations to the interiors of the Main Hospital and Convent Buildings, such as the removal and reconstruction of interior walls, and the removal and replacement of plumbing, electrical, heating and ventilation systems. Other buildings located on the project site, such as the Maintenance/Engineering building would still be demolished under this alternative. Demolition and construction activities required to implement this alternative would have the potential to result in the release of asbestos fibers, lead-based paint dust, mercury and PCBs. The potential for the release of those substances under this alternative would generally be similar to the impacts of the proposed project and could be reduced to a less than significant level through the implementation of proposed mitigation measures.

**Long-Term Impacts.** The Initial Study prepared for the Workforce Housing project determined that potential long-term hazardous material impacts that may be associated with the proposed project would be limited to the use of household-type products such as cleaners, paints, garden and automotive products. With the proper use, storage and disposal of those substances, the proposed project would not result in a significant long-term hazardous material impact. This alternative would reduce the number of residential units located on the project site, however, that reduction would not substantially reduce potential long-term hazardous material impacts when compared to the impacts of the proposed project. Therefore, potential long-term hazardous material impacts of this alternative would be similar to the impacts of the proposed project.

## **8.2.3 Noise**

**Short-Term Impacts.** Under this alternative, the Main Hospital and Convent Buildings would not be demolished, and on-site grading operations required to construct underground parking garages and to recontour the project site would largely be avoided. Several smaller on-site structures would still require demolition under this alternative, but overall demolition- and grading-related activities would be substantially reduced.

By retaining the existing Main Hospital and Convent Buildings, equipment use for demolition- and grading-related activities would be substantially reduced. This reduction would result from less construction equipment being used on the project site, and from a reduction in the length of time that demolition and grading activities would occur. These reductions would substantially reduce the potential for project-related development activities to result in noise impacts to land uses surrounding the project site. In addition, under this alternative much of the construction required to develop the new residential units would occur inside existing structures, which would also minimize construction-related noise at off-site receptor locations. By minimizing the amount of demolition-related material that would need to be removed from the project site, this

## **8.2 USE ONLY EXISTING ON-SITE BUILDINGS TO DEVELOP NEW RESIDENCES.**

This alternative would retain the existing Main Hospital and Convent Buildings and redevelop those structures to provide new housing units. Under this alternative, the Engineering/Maintenance, Storage and Generator buildings would not be suitable for conversion to residential buildings and would be demolished.

The Main Hospital Building provides approximately 149,500 square feet of floor area that was designed primarily to support hospital-related functions. Converting this space to provide residential units would require extensive renovations of the building interior, such as the removal and reconstruction of interior walls, and the removal and replacement of building infrastructure (i.e., plumbing, electrical, heating and ventilation systems). Some portions of the Main Hospital Building, particularly the parking garage and the hospital wing located on the southern portion of the project site, may be difficult to redevelop into residential units that provide adequate access, ventilation and circulation, and minor changes to the existing building footprint could be required for design efficiency in converting the building to a residential use. However, for the purposes of this analysis it was assumed that a total of approximately 150,000 square feet of interior floor area would be available for renovation to a residential use.

It was also assumed that approximately 40 percent of the Main Hospital Building floor area would be devoted to non-habitable space, such as hallways, stairs, elevators, mechanical equipment and community uses such as laundry and recreation facilities. Therefore, approximately 90,000 square feet of habitable area could be provided in the Main Hospital Building. The average size of the units that would be provided by the proposed project would be approximately 1,055 square feet (121,310 total square feet of habitable area divided by 115 units), therefore, it was assumed that under this alternative, approximately 85 new residential units could be developed in the Main Hospital Building.

The Convent Building presently provides 6,628 square feet of habitable floor area. This alternative analysis has assumed that the Convent Building could be converted to four separate dwelling units. In total, it was assumed that approximately 89 residential units could be established in the existing buildings located on the project site.

Parking spaces for the residential units developed under this alternative could be provided in existing parking lots located across the central and southern portions of the project site. Access to the parking areas would likely be provided by driveways along Arrellaga, Salsipuedes and California Streets. Based on the Municipal Code parking

The reduction in project development vehicle trips that would result from this alternative, however, would not result in substantially reduced impacts when compared to the less than significant short-term construction vehicle traffic impacts of the proposed project. Therefore, the short-term construction traffic impacts of this alternative would be similar to the impacts of the proposed project.

**Long-Term Impacts.** The proposed project would result in the development of 115 new residential units, while this alternative would result in the development of approximately 89 units. The long-term vehicle trip generation characteristics of the proposed project and this alternative are summarized below.

Use	No. of Units	ADT	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project	115	1,101	22	65	87	73	43	116
Use Existing Buildings Alternative	89	852	17	50	67	57	33	90
<i>Increase/Decrease from Proposed Project</i>	<i>-26</i>	<i>-249</i>	<i>-5</i>	<i>-15</i>	<i>-20</i>	<i>-16</i>	<i>-10</i>	<i>-26</i>

This alternative would generate approximately 26 fewer peak hour vehicle trips than the proposed project. ~~This reduction in peak hour traffic would minimize the potential for cumulative traffic impacts associated with the proposed project, particularly at the intersection of Mission and Bath Streets.~~ The reduction in peak hour trips provided by this alternative would be beneficial, however, cumulative traffic impact thresholds would still be exceeded and traffic reduction measures, such as a program similar to the employee shuttle proposed by the Cottage Hospital Foundation Housing project, would still be needed to reduce the cumulative traffic impacts of this alternative to the extent feasible. However, the financial feasibility of implementing a resident shuttle program may be impaired if the project were to contain a reduced number of units. As described in section 5.5.4 (Transportation, Circulation and Parking – Cumulative Impacts) of this EIR, implementation of an employee shuttle program would have a beneficial effect on traffic conditions, although the long-term effectiveness of such a program cannot be assured. Therefore, similar to the proposed project, this alternative would also result in a significant and unavoidable (Class I) cumulative traffic impact.

Based on the City parking requirements for multi-family dwellings, this alternative would require that 195 on-site parking spaces be provided. This would be 59 fewer spaces than would be required for the proposed project. It is anticipated that the parking requirement for this alternative could be satisfied by using existing surface parking areas, and by providing new parking spaces in the area that is presently occupied by the Engineering/Maintenance Building. Therefore, similar to the proposed project, this alternative would not result in significant parking-related impacts.

### **8.2.6 Water Quality**

**Short-Term Impacts.** This alternative would reduce the amount of demolition and grading on the project site. Since less of the project site's surface area would be exposed and subject to erosion and other construction-related water quality impacts, the potential for this alternative to result in adverse short-term water quality impacts would be reduced when compared to the impacts of the proposed project. While this alternative would reduce the potential for significant short-term water quality impacts, mitigation measures similar to those recommended for the proposed housing project would be required to reduce the potential water quality impact of this alternative to a less than significant level.

**Long-Term Impacts.** The Initial Study prepared for the Workforce Housing project determined that potential long-term water quality impacts of the proposed project would result primarily from surface parking lot runoff, which has the potential to contain elevated concentrations of oil, grease, heavy metals and other pollutants. The Initial Study concluded that with the implementation of standard water quality protection requirements, along with the proposed project's proposal to provide storm water filters, project-related water quality impacts would be reduced to a less than significant level.

Similar to the proposed project, the potential long-term water quality impacts of this alternative would primarily be from the use of surface parking areas. Although more surface parking spaces would be provided under this alternative than by the proposed project, the implementation of City standards similar to those required for the proposed project would reduce this alternative's potential impacts to runoff water quality to a less than significant level. Therefore, long-term water quality impact of this alternative would be similar to the impacts of the proposed project.

### **8.3 PROJECT REDESIGN-REDUCED NUMBER OF UNITS ALTERNATIVE**

This alternative would reduce the number of units that would be provided on the project site by making several design changes to the proposed project. Major design characteristics of this alternative would include:

- The southern portion of the Main Hospital Building and the southern parking structure would be demolished (see Figure 8.3-1). Demolishing these portions of the Main Hospital Building would remove the sections of that structure would be most difficult to convert to housing (i.e., the parking structure and the large southern building area could result in the development of units with no exterior access). Combined with the removal of the Maintenance/Engineering building, an area approximately two acres in size would be created on the southern portion of the project site that could be used to develop new residences. It was assumed that new residential units would be developed at a density similar to existing zoning requirements (12 units per acre) plus a bonus density of 25% for providing





affordable units. This would result in an overall new unit construction density of 15 units per acre. Therefore, approximately 30 new residences could be developed on the southern portion of the project site.

- The central and northern portions of the Main Hospital Building would be retained and redeveloped to provide residential units. For the analysis of this alternative, it was assumed that approximately 40 percent, or approximately 60,000 square feet, of the Main Hospital Building floor area would be retained. If approximately 30 percent of the remaining building area was to be devoted to common and utility uses, and each unit had an average area of approximately 1,055 square feet, approximately 40 residential units could be developed in the retained portions of the Main Hospital Building.
- New residences would be developed in the parking lot area that extends across the central portion of the project site (see Figure 8.3-1). The parking lot is approximately one acre in area and is presently developed on two levels with a retaining wall approximately six feet in height extending east to west through the center of the lot. Prior to the redevelopment of the central parking lot, it would need to be recontoured and a new retaining wall constructed to provide a level building area. It has been assumed that under this alternative, the central parking lot area would accommodate the development of approximately 15 new residential units.
- The 6,628 square foot Convent Building would be retained and converted into four new residential units.
- The sloping “garden” area that is approximately 0.30 of an acre in size and located along the western side of the project site adjacent to the end of Arrellaga Street (see Figure 8.3-1) would be retained in its present condition. Maintaining this area would minimize project-related grading somewhat and would preserve the mature vegetation that is established in this area.

In total, approximately 89 residential units would be provided on the project site under this alternative. This equals an overall residential unit density of 15 units per acre (5.94 acres x 15 units per acre = 89 units).

Parking for the new units would likely be provided in a combination of surface parking spaces and underground garages provided beneath the southern and central residence development areas. Access to the parking areas provided under this alternative would likely be from driveways located along Arrellaga, Micheltorena and California Streets. Based on the parking requirements and unit count assumptions that are summarized below, approximately 195 parking spaces would be required for this alternative.

<b>Parking Requirement</b>	<b>Number of Units</b>	<b>Number of Spaces Required</b>
1.5 spaces for one-bedroom units	11	17
2.0 spaces for two-bedroom units	78	156
1.0 guest space for every four units	89	22
<b>TOTAL</b>	<b>--</b>	<b>195</b>

### 8.3.1 Air Quality

**Short-Term Impacts.** This alternative would retain the Convent Building and approximately 40 percent of the area provided by the Main Hospital Building, but the remainder of the existing structures on the project site would be demolished. Existing parking areas would also be removed and much of the project site would be graded and recontoured. Retaining a portion of the Main Hospital Building would incrementally reduce short-term air emissions associated with demolishing the entire building, and would also reduce emissions resulting from the use of construction equipment on the project site and from transporting demolition debris from the project site. Similar to the proposed project, this alternative would require the implementation of dust control mitigation measures to reduce potential fugitive dust impacts to a less than significant level.

**Long-Term Impacts.** This alternative would reduce the number of units located on the project site from 115 to approximately 89. A reduction in the number of units provided by the proposed project would reduce direct project-related mobile and stationary air emissions, but would also minimize the benefit of reducing the number of vehicles miles that are currently traveled by commuting employees. Therefore, when compared to the proposed project, this alternative would likely result in long-term air emissions that are similar to, or even somewhat greater than, the emissions of the proposed project.

### 8.3.2 Hazardous Materials

**Short-Term Impacts.** Implementation of this alternative would require the demolition of more than one-half of the Main Hospital Building, and extensive renovations to the interiors of the remaining portions of the structure and the Convent Building. Other buildings located on the project site, such as the Maintenance/Engineering building would also be demolished under this alternative. Demolition and construction activities required to implement this alternative would have the potential to result in the release of asbestos fibers, lead-based paint dust, mercury and PCBs. The potential for the release of those substances under this alternative would generally be similar to the impacts of the proposed project and could be reduced to a less than significant level through the implementation of proposed mitigation measures.

**Long-Term Impacts.** Potential long-term hazardous material impacts that may be associated with the proposed housing project would generally occur as a result of the use of common household products. With the proper use, storage and disposal of those substances, the proposed project would not result in a significant long-term hazardous material impact. The reduction in the number of residential units located on the project site that would result from this alternative would not substantially reduce the potential for project-related hazardous material impacts. Therefore, potential long-term hazardous material impacts resulting from this alternative would be similar to the impacts of the proposed project.

### **8.3.3 Noise**

**Short-Term Impacts.** Under this alternative, a portion of the Main Hospital Building and the entire Convent Building would be retained on the project site. Other buildings on the project site would be demolished, and existing parking areas would be removed. Grading to construct underground parking garages and to recontour the project site would still be required.

Saving a portion of the Main Hospital Building and the Convent Building would incrementally reduce construction equipment use and noise resulting from demolition operations. However, the overall amount of construction equipment that would be used, as well as the duration of demolition and grading activities that would be required to implement this alternative, would only not be substantially incrementally reduced when compared to the impacts of the proposed project. Therefore, demolition, grading and construction activities required to implement this alternative would result in short-term noise impacts that are similar to the impacts of the proposed project. The short-term noise impacts of this alternative would, therefore, be significant and unavoidable (Class I).

**Long-Term Impacts.** Project-related vehicle trips on local roadways would be the most substantial source of long-term noise resulting from both the proposed project and this alternative. This alternative would provide fewer units on the project site than the proposed project, which would result in a corresponding reduction in vehicle trips. The relatively small reduction in vehicle trips provided by this alternative, however, would not result in substantially reduced long-term noise impacts when compared to the already less than significant vehicle noise impacts that would result from the proposed project. Therefore, the long-term noise impacts of this alternative would be similar to the impacts of the proposed project.

### **8.3.4 Solid Waste**

**Short-Term Impacts.** Under this alternative, only a portion of the Main Hospital Building would be demolished and the Convent Building would be retained. Extensive interior construction and remodeling would be required for both structures, however. By

retaining at least a portion of the Main Hospital Building, the amount of demolition debris generated by this alternative would be somewhat reduced when compared to the amount of demolition material that would be produced by the proposed project. Therefore, the short-term solid waste impacts of this alternative would be somewhat reduced when compared to the already less than significant impacts of the proposed project.

**Long-Term Impacts.** The Initial Study prepared for the proposed project determined that it would not result in a significant long-term solid waste disposal impact. A reduction in the number of residential units on the project site would incrementally decrease the amount of project-generated solid waste, but overall, the long-term solid waste disposal impacts of the proposed project and this alternative would be similar.

### 8.3.5 Transportation, Circulation and Parking

**Short-Term Impacts.** Maintaining a portion of the Main Hospital Building and the Convent Building on the project site would result in an incremental reduction in demolition material generation, with a corresponding reduction in truck trips required to haul demolition material from the site. The number of other construction vehicle and worker trips on local roadways, however, would generally be similar to the short-term construction-related trips that would be required to develop the proposed project. The implementation of this alternative would result in a small reduction in short-term vehicle trips when compared to the proposed project, however, the resulting traffic impacts of this alternative would not be substantially different from the less than significant construction vehicle traffic impacts of the proposed project. Therefore, the short-term construction traffic impacts of this alternative would be similar to the impacts of the proposed project.

**Long-Term Impacts.** This alternative would result in the development of approximately 89 units, which is somewhat less than the number of units that would be provided by the proposed project. The long-term vehicle trip generation characteristics of the proposed project and this alternative are summarized below.

Use	No. of Units	ADT	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project	115	1,101	22	65	87	73	43	116
Use Existing Buildings Alternative	89	852	17	50	67	57	33	90
<i>Increase/Decrease from Proposed Project</i>	<i>-26</i>	<i>-249</i>	<i>-5</i>	<i>-15</i>	<i>-20</i>	<i>-16</i>	<i>-10</i>	<i>-26</i>

This alternative would generate approximately 26 fewer peak hour vehicle trips than the proposed project. ~~This reduction in peak hour traffic would minimize the potential for cumulative traffic impacts associated with the proposed project, particularly at the intersection of Mission and Bath Streets.~~ The reduction in peak hour trips provided

by this alternative would be beneficial, however, cumulative traffic impact thresholds would still be exceeded and traffic reduction measures, such as a program similar to the employee shuttle proposed by the Cottage Hospital Foundation Housing project, would still be needed to reduce the cumulative traffic impacts of this alternative to the extent feasible. However, the financial feasibility of implementing a resident shuttle program may be impaired if the project were to contain a reduced number of units. As described in section 5.5.4 (Transportation, Circulation and Parking – Cumulative Impacts) of this EIR, implementation of an employee shuttle program would have a beneficial effect on traffic conditions, although the long-term effectiveness of such a program cannot be assured. Therefore, similar to the proposed project, this alternative would also result in a significant and unavoidable (Class I) cumulative traffic impact.

Based on the City parking requirements for multi-family dwellings, this alternative would require that 195 on-site parking spaces be provided. Similar to the proposed project, it is anticipated that this alternative's parking requirements could be satisfied by providing a combination of below-grade and surface parking areas. Below-grade parking could be provided beneath large new development areas, such as the one-acre area in the central portion of the project site that is currently occupied by a parking lot, and in the southern portion of the project site. Surface parking spaces could be provided in the area formerly occupied by Engineering/Maintenance Building and could also be distributed between units throughout the project site. Therefore, similar to the proposed project, this alternative would not result in significant parking-related impacts.

### **8.3.6 Water Quality**

**Short-Term Impacts.** This alternative would retain a portion of the Main Hospital Building and the Convent Building, however ground disturbance and grading required to implement this alternative would be similar to the proposed project. Since a similar amount of the project site's surface area would be exposed and subject to erosion and other construction-related water quality impacts, the potential for this alternative to result in adverse short-term water quality impacts would be similar to the impacts of the proposed project.

**Long-Term Impacts.** Potential long-term water quality impacts of the proposed project would result primarily from surface parking lot runoff, which has the potential to contain elevated concentrations of oil, grease, heavy metals and other pollutants. This potentially significant impact of the proposed project would be reduced to a less than significant level through the implementation of standard water quality protection requirements, and the project's proposal to provide storm water filters.

Similar to the proposed project, the potential long-term water quality impacts of this alternative would be from the use of surface parking areas, and this alternative would likely result in the use of a similar number of surface parking spaces as the proposed project. The implementation of water quality protection standards similar to those required for the proposed project would reduce this alternative's potential impacts to run

off water quality to a less than significant level. Therefore, long-term water quality impact of this alternative would be similar to the impacts of the proposed project.

#### **8.4 MIXED USE DEVELOPMENT ALTERNATIVE**

Under the mixed use alternative, the 5.94-acre area that would be used for the development of the Workforce Housing project would instead be developed with a project that provided both commercial and residential uses. To define the analysis parameters for this alternative, the maximum amount of development that could possibly be considered for the project site was identified.

There is presently approximately 189,000 square feet of building area on the project site. If all of the existing buildings were to be demolished, under the requirements Measure E the project site would have a building area credit of approximately 189,000 square feet. The ability to develop the full building area credit, however, would be dependent upon demonstrating that such a project could meet applicable parking requirements and other applicable development standard criteria. Under existing zoning requirements, the project site could also be redeveloped with residences at a base density of 12 units per acre plus a 25% bonus density. Therefore, the maximum residential buildout of the project site would be at a density of approximately 15 units per acre or approximately 89 dwelling units. It was not considered to be feasible to provide the maximum amount of commercial and residential development on the project site as an alternative to the proposed project, (i.e., an alternative that results in reduced environmental impacts when compared to the impacts of the proposed project), therefore, a smaller development project was identified for this alternative.

For analysis purposes, it was assumed that the Mixed Use alternative would consist of a project that provided two-story buildings on the project site, with professional office uses occupying the ground floor, and residential units located on the second floor. To implement this alternative, all existing structures located on the project site would be removed, and the project site would be graded and recontoured similar what has been proposed to implement the proposed project.

The building "footprint" area provided by this alternative was assumed to be approximately 30 percent of the project site area. The remaining project site area would be devoted to meeting building setback and parking requirements, providing circulation between buildings, accommodating the topographic conditions of the project site, and providing yard area for the residential units. As a result, this alternative would provide a total building footprint area of approximately 77,000 square feet, which would accommodate the development of approximately 77,000 gross square feet of professional office space. The professional office uses that could be developed under this alternative would be similar to those allowed by the existing "C-O" zoning designation, including offices for accountants, architects, attorneys, banks, dentists, surgeons, opticians, medical laboratories and pharmacies. ~~engineers, insurance agents, physicians and real estate or stock brokers.~~

Approximately 77,000 square feet of gross floor area would be available for residential unit development. Assuming that 30% of the gross area was devoted to non-habitable access, utility and common facility uses, approximately 53,900 square feet of habitable floor area could be provided under this alternative. If the average unit size was approximately 1,055 square feet, 51 new residential units could be provided on the project site.

Parking for the professional office and residential uses that could be provided by this alternative would likely be located in surface parking spaces located throughout the project site. Based on the parking requirements and unit count assumptions summarized below, approximately 325 - 417 parking spaces would be required for this alternative.

<b>Parking Requirement</b>	<b>Number of Units/Sq. Ft.</b>	<b>Number of Spaces Required</b>
1.5 spaces for one-bedroom units	6 units	6
2.0 spaces for two-bedroom units	45 units	90
1.0 guest space for every four units	51 units	13
1.0 space for each 250 sq. ft. of commercial space	77,000 sq ft.	216 - 308*
<b>TOTAL</b>	<b>--</b>	<b>325 - 417</b>

\* The number of parking spaces for the professional office component of this alternative may be reduced by as much as 30% under the provisions of Zoning Ordinance section 28.90.100(D), which allows parking space reductions for buildings over 50,000 square feet in area.

#### **8.4.1 Air Quality**

**Short-Term Impacts.** Under this alternative all existing structures and parking areas would be removed from the project site, and the site would be graded and recontoured similar to the development plans for the proposed project. Therefore, the short-term emissions of fugitive dust and construction equipment exhaust associated with demolition, grading and construction activities required to implement this alternative would be similar to the short-term emissions of the proposed project. Similar to the proposed project, this alternative would require the implementation of dust control mitigation measures to reduce potential fugitive dust impacts to a less than significant level.

**Long-Term Impacts.** This alternative would reduce the number of residential units located on the project site from 115 to approximately 51, and would also include the development of approximately 77,000 feet of professional office space. An estimate of vehicle-related emission of this alternative is provided below.



<b>Emission Source</b>	<b>ROG lbs/day</b>	<b>NOx lbs/day</b>	<b>CO lbs/day</b>	<b>PM<sub>10</sub> lbs/day</b>
Residences	5.91	9.02	72.91	8.34
Professional Office	11.19	15.47	131.37	14.26
<b>Total Emissions</b>	<b>17.10</b>	<b>24.50</b>	<b>204.28</b>	<b>22.61</b>
Threshold	25	25	--	--
Vehicle Emissions From Proposed Project	14.56	21.71	177.72	18.82
<b><i>Increase/Decrease From Proposed Project</i></b>	<b>+2.54</b>	<b>+2.79</b>	<b>+26.56</b>	<b>+3.79</b>

Source: URBEMIS, 2002

This alternative would result in long-term vehicle-related emissions that are somewhat greater than the long-term emissions of the proposed project. The vehicle emissions from this alternative, however, would continue to be below the Santa Barbara County APCD's significance threshold of 25 pounds per day. This alternative would result in a reduction in the number of units that would be provided by the proposed project, which would reduce direct project-related mobile and stationary air emissions. However, this alternative would also minimize the proposed project's air quality benefit of reducing the number of vehicles miles that are currently traveled by commuting employees.

#### 8.4.2 Hazardous Materials

**Short-Term Impacts.** Implementation of this alternative would require the demolition of all structures located on the project site. Therefore, similar to the proposed project, the demolition and construction activities required to implement this alternative would have the potential to result in the release of asbestos fibers, lead-based paint dust, mercury and PCBs. The potential for the release of those substances under this alternative would be similar to the impacts of the proposed project and could be reduced to a less than significant level through the implementation of proposed mitigation measures.

**Long-Term Impacts.** Potential long-term hazardous material impacts that may be associated with the proposed housing project would generally occur as a result of the use of common household products. With the proper use, storage and disposal of those substances, the proposed project would not result in a significant long-term hazardous material impact. A reduction in the number of residential units located on the project site and the development of professional office uses would not substantially reduced potential for long-term hazardous material impacts when compared to the impacts of the proposed project. Therefore, potential hazardous material impacts resulting from this alternative would be similar to the impacts of the proposed project.

### 8.4.3 Noise

**Short-Term Impacts.** To implement this alternative, all existing structures located on the project site would be demolished and removed, and grading operations would occur over most the project site. This alternative would result in the development of a similar amount of building area as the proposed project, therefore, it is likely that construction operations would require a similar amount of equipment and would last a similar period of time when compared to the proposed project. Therefore, similar to the impacts of the proposed project, the demolition, grading and construction noise associated with the implementation of this alternative would result in a significant and unavoidable (Class I) impact.

**Long-Term Impacts.** Project-related vehicle trips on local roadways would be the most substantial source of long term noise resulting from both the proposed project and this alternative. As described in section 8.4.5, when compared to the traffic generation characteristics of the proposed project, this alternative would result in a substantial increase in traffic on roadways located in the project area. The additional vehicle trips on the residential streets in the project area would have a greater potential to result in long-term vehicle noise impacts than the proposed project.

### 8.4.4 Solid Waste

**Short-Term Impacts.** Under this alternative, all existing structures located on the project site would be demolished and removed. Therefore, this alternative would generate a similar amount of demolition debris as would be generated by the proposed project.

**Long-Term Impacts.** The Initial Study prepared for the Workforce Housing project determined that it would generate approximately 152 tons of solid waste per year that required landfill disposal. Under this alternative, the residential component of the project would generate approximately 64 tons of solid waste per year, and the office component would generate approximately 50 tons of solid waste per year that is not recycled. Therefore, the amount of solid waste generated by this alternative would be approximately 114 tons per year, which is somewhat less than the solid waste disposal impact of the proposed project.

### 8.4.5 Transportation, Circulation and Parking

**Short-Term Impacts.** This alternative would result in demolition, grading and construction operations that are generally similar to those that would be required to implement the proposed project. Therefore, the number of construction vehicle and worker trips on local roadways would be similar to the short-term trips that would be required to implement the proposed project.

**Long-Term Impacts.** This alternative would result in the development of approximately 51 residential units and 77,000 square feet of professional office use. The long-term vehicle trip generation characteristics of the proposed project and this alternative are summarized below.

Use	No. of Units/Sq. Ft.	ADT	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Mixed Use - Residences	51 units	488	10	29	38	33	19	51
Mixed Use - Offices	77,000 sq. ft.	848	105	15	120	19	95	114
<b>Mixed Use -Total</b>	<b>---</b>	<b>1,336</b>	<b>115</b>	<b>44</b>	<b>158</b>	<b>52</b>	<b>114</b>	<b>165</b>
Proposed Project	115	1,101	22	65	87	73	43	116
<i>Increase/Decrease from Proposed Project</i>	<i>---</i>	<i>+235</i>	<i>+93</i>	<i>-21</i>	<i>+71</i>	<i>-21</i>	<i>+71</i>	<i>+49</i>

The Mixed Use alternative would result in more average daily trips, higher a.m. peak hour inbound and p.m. outbound trips than the proposed project. This change in peak hour trip direction characteristics would occur because the proposed project would develop residential uses, which predominately generate outbound trips in the morning and inbound trips in the evening. In contrast, the office-related uses that would be developed by this alternative would predominately generate inbound trips in the morning and outbound trips in the evening. The increased number of average daily trips, and the shift in peak hour trip direction, would both have the potential to result in traffic volume and land use compatibility impacts that would not result from proposed project. Therefore, this alternative would have an increased potential to result in long-term traffic impacts when compared to the proposed project.

Based on the City parking requirements for multi-family dwellings and office developments, this alternative would require that between 325 and 417 on-site parking spaces be provided. It is anticipated that by limiting building coverage across the project site to approximately 30 percent of the site area, adequate area would be available to satisfy the project's parking requirements. Therefore, similar to the proposed project, this alternative would not result in significant parking-related impacts.

#### 8.4.6 Water Quality

**Short-Term Impacts.** This alternative would result in demolition, grading and construction operations that would be similar to the development requirements of the proposed project. Since a similar amount of the project site's surface area would be exposed and subject to erosion and other construction-related water quality impacts, the potential for this alternative to result in adverse short-term water quality impacts would be similar to the impacts of the proposed project.

**Long-Term Impacts.** Similar to the proposed project, the potential long-term water quality impacts of this alternative would be primarily from the use of surface

parking areas. Although this alternative would require the use of more surface parking spaces than the proposed project, it is anticipated that the implementation of water quality protection standards similar to those required for the proposed project would reduce this alternative's potential impacts to runoff water quality to a less than significant level. Therefore, long-term water quality impact of this alternative would be similar to the impacts of the proposed project.

## **8.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Each of the alternatives to the Workforce Housing project are listed on Table 8.5-1. This table summarizes the potential for each alternative to avoid, or result in reduced, similar or increased environmental impacts when compared to the respective impacts of the proposed project.

The "No Project – No Development" alternative would avoid all environmental impacts associated with the proposed housing project. However, this alternative would not attain any of the proposed projects' objectives and would not provide the benefit of providing additional workforce housing near a major employment center. The "No Project – Reestablish Medical Uses" alternative would generally result in similar or slightly reduced impacts when compared to the proposed project, and would eliminate the PM peak hour cumulative traffic impacts that would result from the proposed project. This alternative, however, would not achieve the proposed project's objectives of providing workforce housing.

The "Use Only Existing On-Site Buildings to Develop New Residences" alternative would generally result in reduced short-term impacts when compared to the impacts of the proposed project. Long-term impacts of this alternative would be similar to the impacts of the proposed project. The ability to implement this alternative would likely be dependent upon the economic feasibility of rehabilitating the Main Hospital Building to meet current building codes for residential uses and to provide adequate internal building infrastructure systems (i.e., utilities) and access. This alternative would result in the development of approximately 89 residential units, which would achieve the basic objectives of the proposed project.

The "Project Redesign – Reduced Number of Units" alternative would generally result in reduced or similar short-term impacts when compared to the impacts of the proposed project. While impacts such as short-term noise impacts would remain significant and unavoidable under this alternative, the overall effect of such impacts on surrounding neighborhoods would be somewhat reduced when compared to the proposed project. An incremental decrease in short-term noise impact severity would occur because the entire Main Hospital Building would not be demolished and the duration of demolition activities would be somewhat reduced. The feasibility of implementing this alternative would also be dependent upon the ability to economically retrofit the portion of the Main Hospital Building that would be retained. Demolishing the portions of the building that would be most difficult to retrofit to a residential use, such as the parking

garage and the large southern wing, would eliminate the most substantial conversion challenges and would increase the feasibility of implementing this alternative. This alternative would also result in the development of approximately 89 residential units, which would achieve the basic objectives of the proposed project to provide workforce housing. Further reductions in the number of units to reduce significant and unavoidable cumulative traffic impacts to a less than significant level would have the potential to make the project infeasible to implement.

The “Alternative Use – Mixed Use” alternative would result in short-term development-related impacts that are similar to the impacts of the proposed project. Long-term traffic, air quality and noise impacts of this alternative would be increased when compared to the proposed project due to the more intensive office-related uses that would be provided on the project site. This alternative would provide approximately 51 residential units, which would partially implement the housing objectives of the proposed project.

The “Project Redesign – Reduced Number of Units” alternative would result in reduced or similar development-related impacts when compared to the impacts of the proposed project. This alternative would also result in an incremental reduction in development-related noise impacts, which is a significant unavoidable impact that would occur as a result of the proposed project. The “Reduced Number of Units” alternative would also be capable of substantially fulfilling the objectives of the proposed project to provide workforce housing near Cottage Hospital. Therefore, this alternative would have the potential to be environmentally superior to the proposed project.

**Table 8.5-1  
Cottage Hospital Foundation Workforce Housing Project - Alternatives Impact Comparison Summary**

Alternative	Air Quality	Hazardous Materials	Noise	Solid Waste	Traffic	Water Quality	Project Objectives
<b>No Project Alternative</b> No Development Scenario	Avoided	Avoided	Avoided	Avoided	Avoided	Avoided	Not Achieved
<b>No Project Alternative</b> Reestablish Medical Use Scenario							
Short-Term Impacts	Reduced	Similar	Reduced	Reduced	Similar	Similar	Not Achieved
Long-Term Impacts	Similar	Increased	Similar	Similar	Reduced	Similar	
<b>Use Only Existing On-Site Buildings to Develop New Residences</b>							
Short-Term Impacts	Reduced	Similar	Reduced	Reduced	Reduced	Reduced	Achieved
Long-Term Impacts	Similar	Similar	Similar	Similar	Similar	Similar	
<b>Project Redesign-Reduced Number of Units</b>							
Short-Term Impacts	Reduced	Similar	<b>Similar</b>	Reduced	Similar	Similar	Achieved
Long-Term Impacts	Similar	Similar	Similar	Similar	Similar	Similar	
<b>Alternative Use - Mixed Use Development</b>							
Short-Term Impacts	Similar	Similar	<b>Similar</b>	Similar	Similar	Similar	Partially Achieved
Long-Term Impacts	Increased	Similar	Increased	Reduced	Increased	Similar	

**KEY**

Avoided = The impacts of the proposed project would not occur under this alternative.  
Reduced = This alternative's impacts would be reduced when compared to the impacts of the proposed project.  
Similar = This alternative would result in impacts similar to the impacts of the proposed project.  
Increased = This alternative's impacts would be increased when compared to the impacts of the proposed project.  
**BOLD** = After implementation of this alternative, the environmental impacts regarding this issue area would be significant and unavoidable.

## 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(c) of the *CEQA Guidelines* requires an EIR to identify the “significant irreversible environmental changes which would be caused by the proposed project should it be implemented.” *CEQA Guidelines* section 15127 requires that this evaluation be provided for the “adoption, amendment, or enactment of a plan, policy or ordinance of a public agency.” The Cottage Hospital Foundation Workforce Housing project would require a minor adjustment of an existing zone boundary line, therefore, the requirements of this section of CEQA apply to the proposed project.

Examples of irreversible environmental effects include:

- Use of nonrenewable resources during the construction and operation of the project.
- Road improvements to previously inaccessible areas.
- The potential for irreversible damage from environmental accidents that may occur as a result of the project.

Construction and occupancy of the proposed project would irreversibly commit construction materials and non-renewable energy resources to the project. This impact would not be significant as the proposed housing project would not consume inordinate amounts of construction materials or energy.

Most of the potentially significant environmental impacts that could result from the development and occupancy of the proposed project would be reduced to a less than significant level through the implementation of proposed mitigation measures. The only significant and unavoidable project-specific impact of the proposed project would result from construction-related noise impacts. Although this impact would remain significant and unavoidable after the implementation of mitigation measures, it would be temporary and would not result in a significant and irreversible environmental impact. The proposed project would also result in significant and unavoidable cumulative traffic impacts at the intersections of Anapamu St/Laguna St, Arrellaga St/Garden St, and Mission St/Bath St. No feasible mitigation measures that would be capable of reducing this impact to a less than significant level over the life of the proposed project have been identified. Therefore, cumulative traffic impacts of the project would remain significant unavoidable.

The proposed project would not require any new road improvements and would not result in the use of hazardous materials or other substances that would have the potential to result in significant long-term environmental impacts. Therefore, the proposed Workforce Housing project would not result in any significant irreversible environmental effects.





## **10.0 REFERENCES AND PREPARERS**

### **10.1 REFERENCES**

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